

HISTORICAL SKETCH OF THE GROWTH AND DEVELOPMENT  
OF THE TOWN OF WEST ORANGE, NEW JERSEY  
WILLIAMS



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HISTORICAL SKETCH  
*of the*  
GROWTH AND DEVELOPMENT

*of the*  
TOWN OF WEST ORANGE N.J.  
NEW JERSEY

1862 ~ 1937



By  
SAMUEL CRANE WILLIAMS

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New Municipal Building—1937





## ~Introduction~

Many excellent and detailed histories are available to the historical student of the cities and towns constituting populous Essex County. Likewise, the growth and development of the township of Orange, of which West Orange was once a part, has been traced from early colonial days down to as late as 1922 by able and painstaking historians such as:

Rev. James Hoyt—"*History of the Mountain Society*" (two volumes)

Everts and Peck—"*History of Essex & Hudson Counties*" (1884)

Stephen Wickes—"*History of the Oranges from 1606 to 1806*" (1892)

Henry Whittemore—"*The Founders and Builders of The Oranges*" (1896)

G. Howlett Davis—"*One Hundred Years of Masonry in the Oranges*  
1809-1909" (1909)

David Lawrence Pierson—"*History of the Oranges to 1921*"  
(three volumes) (1922)

It is not the purpose of this necessarily short sketch to retrace this ground in detail but rather to present in a brief way some of the factors which, in the writer's opinion, were responsible for a seventeen-fold growth in the town's population during the past seventy-five years, while that of the state and the nation were quadrupling and tripling.

For the reader who is stimulated by this brief summary to dig below the surface, a study of the foregoing books is recommended with the assurance that the time expended in perusing them will be most instructive and enjoyable.

Since no history is complete without statistics of some sort, a series of tables is appended for the reader to whom figures are of interest.

In undertaking this sketch, it was at first planned to include a brief history of each of the more prominent civic organizations in the town. Because of the large number of such organizations, the responsibility of assembling the necessary data was assumed by another sub-group of the 75th Anniversary Committee.





IT IS with fitting recognition that acknowledgement is made the author for the time and effort spent in the collection and collation of the vast amount of material used in the preparation of this book.

*75th Anniversary Committee*

JOHN DRAKE, *Chairman*

WILLIAM B. CURTISS, *Secretary*

NORMAN L. BRUNDAGE

PRESTON E. SHADBOLT

CHARLES L. NEILL

*West Orange, N. J.*

*February 27, 1937*



## *Early History of the Territory*

THE Colony of Newark was the original settlement in Essex County. Because of the relatively rugged and mountainous character of the terrain, the territory in the Western part of the county earned for itself the name of "The Mountain Society." The small hamlet in the vicinity of what is now Washington and Main Streets was known as Williamstown (later Tory Corner), and that to the south near the intersection of Valley Road and Freeman Street had the name Freemantown, both appellations being derived from the names and political affiliations of the principal families who had originally settled in these two localities.

The mountain territory separated the relatively rich farming counties of Warren, Sussex and Morris to the west from the growing communities to the east located at the mouths of the Passaic and Hackensack Rivers and on the waters of New York Bay. Although from the standpoint of distance the natural mountain trails were the shortest links between the two sections, the steep grades encountered at the ridges acted as a barrier to travel. Furthermore, the remoteness of the territory from the growing settlement of Newark tended to offset the advantages of healthful climate, high elevation and good drainage. The early inhabitants, consequently, had to be almost entirely self-sustaining, and farming and the home processing of farm products were the principal activities.

Seventy-five years ago, the County of Essex comprised the City of Newark and the Townships of Caldwell, Livingston, Millburn, Clinton, Orange, Bloomfield and Belleville, which had been split off from the Township of Newark at various times by acts of the State Legislature. A map of Essex County, made by H. F. Walling in 1859, three years prior to the creation of the Township of Fairmount, clearly shows the boundaries of these townships as they then existed.

On March 11, 1862, the Legislature created the Township of Fairmount from portions of Caldwell, Livingston and the section of Orange lying west of what is now Prospect Avenue (formerly Perry Lane) on top of the First Mountain. One year later on March 14, 1863, the entire eastern slope of the First Mountain was carved out of the western part of Orange at the instigation of certain prominent citizens who were dissatisfied with the manner in which the public schools were being conducted. This territory was added to the adjoining Township of Fairmount and given the name of Township of West Orange. It is also of interest that in the same year what is now the City of East Orange was created from the eastern portion of the Township of Orange.

The boundaries of the Township of Fairmount and the Township of West Orange are readily traceable on the Walling map from the descriptions contained in the acts of the Legislature creating them.

For a great many years, no change in the simple existence of the people in the mountain section was apparent, but about 1890 an evolution, which is still in process, became noticeable. While improvements in transportation are a potent factor in the development of any section, the migration of an industry because of cheaper raw materials, new inventions, or labor difficulties, or the development of the surrounding territory, can also change the character of a community as well as stimulate or retard its growth. In addition, the topography, drainage and geological characteristics of the land often exert a profound and underlying effect. Although all of these factors have had a bearing on the rate of growth of West Orange, the evolution which has occurred can best be appreciated by considering the changes which have accompanied improvements in transportation facilities from the days of the earliest trails and roads down to the present time. However, an understanding of the natural characteristics of the territory is necessary as a background for such an approach.





## *Natural Characteristics*

FROM the standpoint of topography, the Town of West Orange is divided into three rectangular sections by the ridges of the Orange or First Watchung Mountain, and the Second Watchung Mountain, which run in a general northeast and southwest direction from the Montclair to the South Orange boundaries.

The bottom of the east slope of the First Mountain is about 180 feet above sea level at the intersection of Northfield Avenue and Valley Road. There is a drop of about 40 feet from that point in a southerly direction to the South Orange line and of about 20 feet towards the east to the Orange boundary about halfway between Washington Street and White Street. The average elevation of the First Mountain is about 550 feet above sea level; the highest elevation being 664 feet at a point in the Eagle Rock Reservation on the ridge between Eagle Rock and the northern boundary of West Orange and Montclair. The bottom of the valley between the First and Second Mountain is higher than the valley to the east of the First Mountain, being about 350 feet elevation. The average elevation of the ridge of the Second Mountain is about 50 feet lower than that of the First Mountain.

The territory to the west of the Second Mountain is a plateau about 500 feet above sea level, studded with a series of peaks, the highest of which is located west of the ridge and north of Mt. Pleasant Ave. and has an elevation of 630 feet.

Both mountain ridges consist of traprock which in early geological ages forced its way in a molten condition through the fissures and crevices in the now underlying sandstone base and then solidified upon cooling. The gentle slopes at the base of the mountains contain the sandstone formation and the traprock is found in the steeper sections near the tops of the ridges.

The soil on the mountainsides and in the valleys, in addition to being suitable for ordinary farming and grazing was particularly adaptable to the growing of apples and hundreds of orchards were planted by the pioneer settlers. As a result, cider and apple whiskey, or applejack, became staple products and no finer brands of "Jersey Lightning" were made in any other part of the country. The demand for this product was so great that the cooperage trade also flourished in the early days.

The good natural drainage in practically all sections of the town also tended to foster agriculture. The narrow portion of the town west of the Second Mountain is drained by streams which flow westward and eventually join to form Canoe Brook, which in turn flows in a southerly direction through Millburn to the Passaic River. The Canoe Brook drainage area in Millburn is today the source of water supply for West Orange, the water coming from artesian wells.

Surface water in the "Pleasant Valley" between the First and Second Mountain drains both south and north from Eagle Rock Avenue. The West Branch of the Rahway River has its headwaters in this valley south of Eagle Rock Avenue. The stream, which is the outlet from Lake Vincent, flows in a southerly direction to Northfield Avenue close to the bottom of the eastern slope of the Second Mountain paralleling Pleasant Valley Way and its continuations, Mountain Avenue and the Swamp Road; thence along Cherry Lane in the South Mountain Reservation, leaving West Orange at the junction of the South Orange, Millburn and West Orange boundaries.

In 1883, the Orange Reservoir was constructed by throwing a dam across the West Branch of the Rahway River south of Northfield Road in the South





Mountain Reservation. This reservoir still supplies a portion of the water requirements for the City of Orange and is owned by that municipality. Branches of the stream flow westerly from the top of the First Mountain parallel to Mt. Pleasant and Northfield Avenues and join the main stream near the intersection of these roads with Pleasant Valley Way and Cherry Lane.

After leaving West Orange, the West Branch of the Rahway River finally joins the East Branch near Springfield and reaches tidewater at Rahway.

The portion of "Pleasant Valley" to the north of Eagle Rock Avenue is drained by a stream running parallel to Pleasant Valley Way and flowing into Verona Lake, the southern tip of which is at the extreme northern boundary of the town. The outlet of Verona Lake, known as Peckaman Brook, flows into the Passaic near Little Falls.

The territory south of Northfield Road and east of the First Mountain lies in the valley of the headwaters of the East Branch of the Rahway River, which flows in a southwesterly direction. The east fork of this branch, which has its origin in a number of mineral springs located in the vicinity of the Essex County Country Club in Hutton Park, marks the eastern boundary of the town from Joyce Street to Freeman Street. The west fork, which is fed from springs north of Mitchell Street on the side of the First Mountain, constitutes the eastern boundary from Valley Road and Forest Hill Road to the South Orange line. The east fork meets the west fork north of Walker Road and forms the East Branch of the Rahway River. The "Valley," as it has been known for years, is bounded on the west by the First Mountain and on the east by the last of the series of gently undulating foothills which run through Newark, East Orange and Orange in the same general direction as the First Mountain.

Llewellyn Park, Tory Corner, the Valley Way district and the "Heights" to the north of Washington Street are drained by Wigwam Brook, the principal branch of which rises in Montclair. Another branch of this brook has its headwaters on Eagle Rock Avenue near the traprock quarry at the top of the First Mountain. This branch flows in an easterly direction parallel to Eagle Rock Avenue to the junction of that road with Harrison Avenue where it joins the main stream. From this point the stream follows Main Street and Washington Street to the Orange line. Other branches which drain Llewellyn Park, the section north of Mt. Pleasant Avenue and the site of the New Municipal Building flow into Wigwam Brook near the Orange-West Orange line. In general, Wigwam Brook and its branches flow in a southeasterly direction toward Orange and follows the line of the Orange branch of the Erie Railroad. The waters from Wigwam Brook eventually flow into the Second River, which empties into the Passaic River in Belleville.

For a great many years, Wigwam Brook and the East Branch of the Rahway overflowed their banks and the low-lying surrounding territory in periods of heavy rainfall. At such times, the section in the vicinity of Wheeler Street between Lindsley Avenue and Whittingham Place became a large pond on which the youngsters of the neighborhood floated rafts and waded to their hearts' content. This section was so swampy in the early days that a bridge carried Northfield Avenue over the tiny stream which trickled across the road at that point. This bridge disappeared over fifty years ago and since the turn of the century with the grading of Wheeler Street and the swamp land on which Fairmount School now stands, flood conditions in this section have been almost entirely eliminated. Today, it is difficult to trace the original water courses draining the eastern slope of the First Mountain because in many spots the streams have been carried underground as the adjacent territory was graded and homes were erected.



The branch of the Wigwam Brook in front of the Edison Junior High School was piped subsequent to the erection of that building, storm sewers now carry the streams which formerly rushed down the mountainside parallel to the early mountain trails, and more recently stone retaining walls have been constructed in practically all of the remaining open sections in the Valley and the north end of town to restrain the brooks which meandered at will seventy-five years ago before the adjacent land became valuable as building sites.

It is evident from the foregoing description of these streams and of the relative elevation of the various sections of the territory that surface water drains easily and rapidly from practically all parts of the town toward the surrounding communities and that the handling of storm waters from other sections was never a problem of any magnitude for the municipal authorities.

## *Original Mountain Roads and Their Development*

**B**ECAUSE of the ruggedness of the territory, the original mountain trails made by the Indians and later developed by the early settlers followed the water courses until the slope became too difficult for easy traveling. At such points the roads swerved and took diagonal courses to breaks or notches in the mountain ridges. This is particularly noticeable on the steep east slope of the First Mountain. It accounts for the bend to the south (known as Bluebirds Corner) in Northfield Road and for the turns to the north on Mt. Pleasant Avenue at Gregory Avenue and at the quarry above the upper entrance to Llewellyn Park on Eagle Rock Avenue and the sharp curves in all the roads as they go over the ridges.

One of these early mountain trails was the Swinefield Road (now Eagle Rock Avenue) which derived its name from the fact that the inhabitants of Williamstown drove their swine by this route to the Passaic Valley in Livingston for summer pasturage.

The early roads paralleling the mountains also followed the streams because early settlers found it more convenient to locate their homes near streams in order to have a supply of water readily available. Perry Lane (Prospect Avenue) was an exception, as it ran along the top of the ridge of the First Mountain. However, water is plentiful even here as evidenced by the Rock Spring, Crystal Lake, and Cable Lake, all three of which are located almost at the top of the ridge. Since the spring never runs dry and since the water level in these ponds is fairly constant, even in prolonged periods of drought, their source is probably in underground waters from more distant and higher elevated sections to the west.

As traffic between the hinterland and the settlements at tidewater increased, certain enterprising citizens visualized the profits to be obtained from the operation of toll roads, or turnpikes as they were called, despite the fact that the grades up the mountains were difficult for horse-drawn vehicles. A charter was granted to a group in 1806 to construct such a road from Newark to Morristown. This road, known as the Orange Turnpike, ran along Main Street, Orange, but when it came to the open space in front of St. Mark's Church, it left the old route to Livingston by way of Wheeler's (Northfield Road), and turned to the north, thereby creating the triangular plot of ground now known as Memorial Park on which the new Municipal Building stands. This middle route up Mt. Pleasant Avenue, although steeper, was more direct and, consequently, less costly to maintain than either the old Wheeler route to the south or the Swinefield route to the north. A toll gate was situated about halfway up the mountain at the point where Gregory Avenue crosses Mt. Pleasant Avenue.





In the fall and winter seasons, all three mountain roads were alive during the first half of the week with teams and heavy Jersey wagons carrying butter, grain, flour, pork and other produce to market. The last three days of the week witnessed their return freighted with sugar, molasses, Jamaica rum, and merchandise of all kinds for the shopkeepers in the interior.

The traffic was economically managed, the feed for the teams as well as for the teamsters being carried upon the wagons. A rate of one shilling was charged at inns along the route for stabling and lodging each horse and man. The bar-rooms at these inns, although poorly constructed and furnished, were the principal centers of attraction for the passing teamsters, and in the evenings were crowded with guests who made the night merry with song and story induced by frequent hot toddies of applejack or rye whiskey.

The wagon freight traffic flourished until 1835. In that year, the chartering of the Morris & Essex Railroad and the construction of the line from Morristown to Newark foreshadowed a decline in this profitable business. Economic railroading has always called for easy grades even at the expense of somewhat greater distance. Consequently, when the proposed line for the new railroad from Newark reached the east slope of the First Mountain it swerved south along the Valley section of Orange. The line skirted the eastern boundary line of West Orange and took a southerly course through South Orange and Maplewood before swerving westward to begin the climb through Short Hills to Summit where the top of the ridge is some 200 feet lower than in West Orange.

The Morris & Essex road was extended to Hoboken in 1862 by way of the present Bergen Tunnel. The date is of significance for it was in that same year that the Township of Fairmount was created. A direct rail route to tidewater from Morris County and later from Warren and Sussex counties with the extension of the railroad from Morristown to Phillipsburg almost entirely destroyed the value of the wagon roads as freight routes over the mountains and caused the disappearance of most of the taverns.

One of these old inns is still standing and is in excellent condition. It was the home of Commissioner William S. Woodhull at the time of his death and was known as the "Blue Tavern." It is located at the foot of Northfield Road just within the present Hutton Park gate to the north of former Mayor Simeon H. Rollinson's home.

## *Roads and Streets In 1862*

**I**N 1862, the only highways in the section west of the Second Mountain were the east and west roads now known as Eagle Rock, Northfield, and Mt. Pleasant Avenues.

In Pleasant Valley, however, there were several other highways. The roads bordering the streams were mentioned in discussing the natural drainage of that section of the town. In addition, Mountain Avenue provided a diagonal connection between Prospect Avenue and Mt. Pleasant Avenue. The eastern end of this road joins Prospect Avenue at the Church of the Holy Innocents and runs down the west slope of the First Mountain parallel to Mt. Pleasant Avenue, crosses the Swamp Road and the West Branch of the Rahway River, and then turns north to join Mt. Pleasant Avenue at the point where the latter road intersects Pleasant Valley Way. Ridgeway Avenue, running parallel to Prospect Avenue and west of the ridge provided a connection between Mountain Avenue



and Northfield Road. At that time, Prospect Avenue, or Perry Lane, extended no further south than its present junction with Mountain Avenue. A winding road, no longer in existence, connected the southern terminus of Perry Lane with Northfield Road at the sharp curve at the top of the old traprock quarry.

In the east section of town, the road running through the Valley from St. Mark's Church at the fork of Northfield and Mt. Pleasant Avenues to Freeman-town, was at first known as "Dark Lane." It later took the name of Valley Road which was also applied to its northerly continuation as far as Williams-town, or Tory Corner, where it connected with Eagle Rock Avenue at Washington Street. The extension from Freeman-town to the South Orange boundary was known as South Valley Road. In addition to the three through mountain roads, there was one other way over the First Mountain which was used primarily by the settlers in the Valley. This was Walker Road which followed the course of a mountain stream flowing into the East Branch of the Rahway River at a point about halfway between Northfield Avenue and South Orange Avenue. After scaling the ridge, Walker Road swerved to the north to join Northfield Avenue at the Rock Spring.

The other streets in the Valley section which connected with the Valley Road were Tremont Avenue, a continuation of Walker Road to Center Street, Orange; Nassau, Freeman and Glebe Streets, running from Valley Road to the Orange line; Mitchell Street, running from the Orange line to a point about halfway between Valley Road and the brook along the right-of-way of the old "Swamp Line" trolley; and Tompkins Street connecting Mitchell and Freeman Streets. To the north of St. Mark's Church, White Street and Washington Street also ran from Valley Road to the Orange line. All of these streets were, in fact, streets from Orange which terminated in West Orange at Valley Road. Harrison Ave. provided egress to the Township of Bloomfield (Montclair) to the north. The principal winding roads in Llewellyn Park were in use and a section of Ashland Avenue paralleled Valley Road from White Street to another street no longer in existence but which at that time ran parallel to the present Park Avenue. Condit Street connected White Street with Mt. Pleasant Avenue. A spur road ran off of Northfield Avenue into what is now Hut-ton Park, passed the "Blue Tavern" and terminated at the present Essex County Country Club. Rollinson Lane (now Rollinson Street) extended as far south as the present Glen Road.

Until the traprock quarries were opened, Mt. Pleasant Avenue was the only mountain road showing any evidence of continuous care. The roads and streets in the town were hardly more than dirt wagon trails, dusty in the summer and fall and muddy in the winter and spring. The new Township Committee, recognizing the shortcomings of the highways, appointed a Board of Road Overseers at their first meeting in 1863. Funds were raised immediately for improving Northfield Road and from that time on the work was gradually extended to other roads and streets.

About 1868, with the perfection of mechanical rock crushers and the development of the macadam and telford type of road construction, the quarrying of the traprock at the top of the mountain ridge became profitable. The ownership of these traprock quarries on the First Mountain in some cases changed hands several times but in more recent years those near Walker Road and on Northfield Avenue were known as Spottiswoode's and that on Mt. Pleasant Avenue as O'Rourke's. The traprock in O'Rourke's quarry is a geological curiosity, being noted for its columnar formation, which is reputed to be on a much larger scale

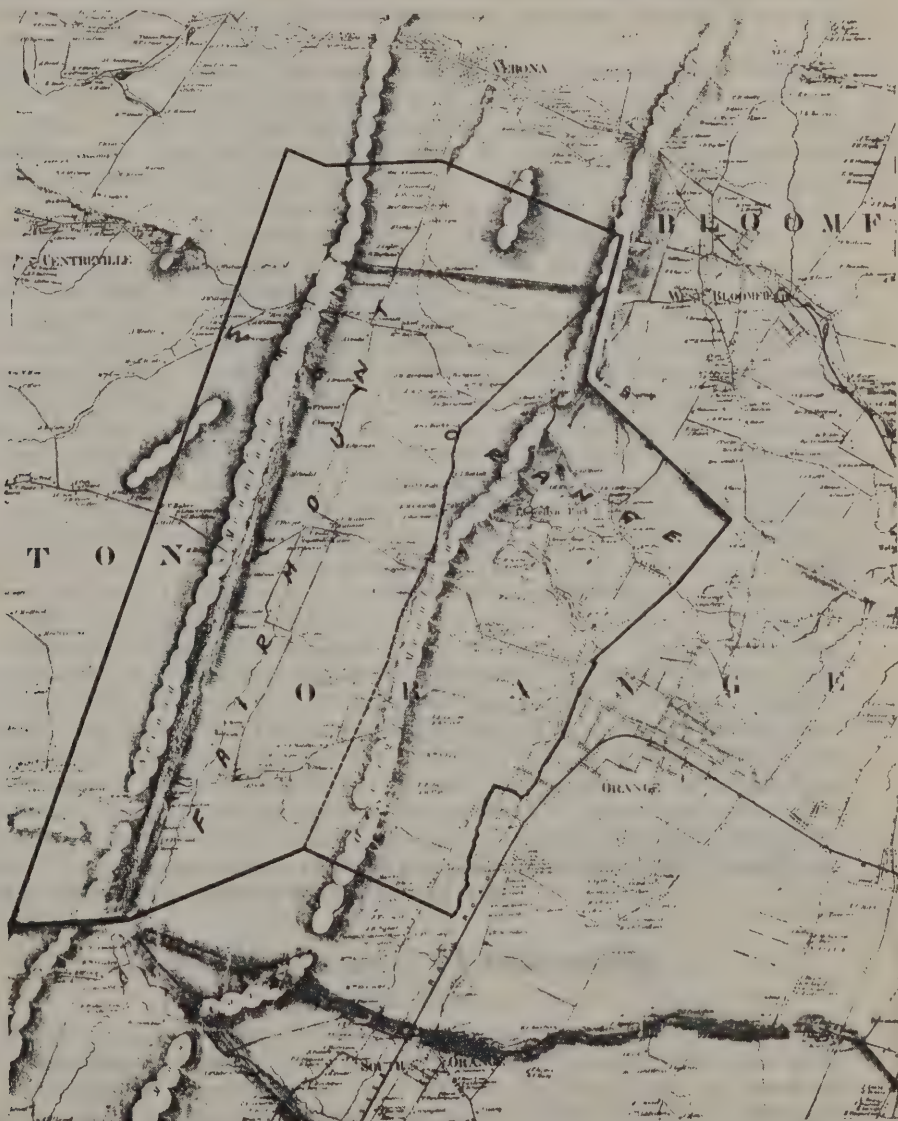




than the Giant's Causeway in Ireland. The quarry on Eagle Rock Avenue is the only one still in operation and is today owned by the Orange Quarry Company.

Daniel Brennan was the pioneer in road building in this section. He introduced the first steam roller from England in 1870 and it was due to his initiative and vision that many miles of macadam roads were built not only in West Orange but throughout Essex County.

For many years, the chugging of steam rollers was an almost daily sound throughout the town and county and the long processions of stone wagons carrying the crushed rock from the West Orange quarries to outlying cities and towns was a familiar sight.



Boundary Lines of Township of Fairmount and Township of West Orange



## *Early Industrial Developments*

**S**ANDSTONE was quarried in the territory long before traprock quarries were opened and the removal, cutting and dressing of the stone provided work for the local inhabitants as early as 1700. At various times, there were as many as three quarries producing sandstone for building purposes and for headstones in the local cemeteries. The sandstone quarry in the "Ramble" in Llewellyn Park provided the stone from which St. John's Church in Orange was constructed. Schrupp's quarry on the eastern slope of the Second Mountain north of Eagle Rock Avenue was the source of the stone from which St. Mark's Church was built and the stone for Grace Church in Orange came from this same quarry. The sandstone quarries all ceased operation years ago and practically no evidence of early activity remains.

For a great many years, it had been recognized that the waters of Wigwam Brook and the East Branch of the Rahway River were of a quality suitable to the processing of men's felt hats and the tanning of leather for boots and shoes. Furthermore, the hemlock trees which grew in profusion on the mountain slopes were a ready and cheap source of tanbark. Consequently, in the early days, the manufacture of hats and shoes were carried on either by individuals or in small establishments located on these watercourses. The market for the products was limited to the immediate locality because all operations were done by hand and the business, of necessity was conducted on a small scale.

Although the line of the Morris & Essex avoided the town limits, the coming of the new railroad had some compensating advantages because it contributed to the growth of Orange as an industrial center and indirectly stimulated growth in the eastern section of West Orange. About the same time, the introduction of the use of steam revolutionized the methods of manufacturing hats and shoes and stimulated the invention of all sorts of devices to increase their production and reduce costs. Mechanical developments in the shoe industry in other sections of the country made that industry unprofitable in Orange and by 1862 there was little activity in it. The hat manufacturer, on the other hand, had kept pace with the basic new inventions patented in the 1850-1860 decade and were thus in a position to capitalize upon the cheap rail transportation to Newark and New York. As a result, the hatting trade boomed and Orange became recognized as one of the leading hatting centers of the country. Most of the shops were established on the Orange side of the line but the Lighthipes erected a hat shop north of Mt. Pleasant Avenue which was later known as Rutan's. Another shop in the same district has long since disappeared. The operatives of these two shops built their homes and lived in the immediate vicinity and account for the early development of White and Beaver Streets (now Ashland Avenue) and for the old houses which are still standing on these streets. A great many of the operatives working in the Valley shops of Orange made their homes in the Valley section of West Orange, which explains the existence of the rows of small and relatively old houses and streets in that part of town.

## *Early Real Estate Developments*

### HUTTON PARK

**T**HE development of the section contiguous to the present clubhouse of the Essex County Country Club and the old "Blue Tavern" started in 1820 when a chalybeate mineral spring discovered in the ravine on the farm of Joseph Condit off of Northfield Road was found to have medicinal properties. The following year fifteen acres of the property were sold to the Orange Spring





Company and the Orange Spring Hotel, the present clubhouse, was erected. During the summer of 1823 there was an outbreak of cholera in New York City and the new mineral spring section was metamorphosed into one of the chief summer resorts of the country. By 1830, the popularity of the spring had waned and attempts to lure patrons from Saratoga and other more recently developed health resorts failed. In 1842, the property was acquired by Andrew Pillot, a wealthy Frenchman. He also purchased extensive acreage to the westward up the mountainous slope, converted the old hotel to a country house and landscaped the grounds adjacent to it with beautiful gardens and shrubbery. In 1850, Charles Heckscher erected a villa to the east of the Pillot mansion. By 1890, the "Blue Tavern" had become the residence of Stephen Van Rensselaer and the Pillot property bordering both sides of the ravine south of Gregory Avenue had been acquired by the Essex County Country Club.

The fine homes in the immediate vicinity of the Essex County Country Club in the section bounded by Northfield Avenue, Gregory Avenue and the Club property, together with the ponds, streams and old waterfalls became known as Hutton Park. This exclusive residential section compares favorably in natural beauty with Llewellyn Park.

### LLEWELLYN PARK

Llewellyn S. Haskell, the founder of Llewellyn Park made the first purchase of land early in 1853 along the ridge in the vicinity of the "steep precipice called Turk Eagle Rock." In 1854, he commenced building the "Eyrie" utilizing a plain farmhouse as the original foundation for this unique and castellated structure. The "Eyrie" remained in his possession until 1871 and for many years was a landmark in the Eagle Rock Reservation. In 1854 and 1855, he assembled parcels of land totaling about 250 acres from the Williams, Harrison and Condit farms. These were the first and most important purchases of land for the Park proper and included what later became the homes of John Burke, Egbert Starr, Levi P. Stone, Wendel P. Garrison, Edwin C. Burt, John Burt and Orson Desaix Munn. Mr. Haskell's purchase of land for the Park also included a part of the farm of Anthony Oliff (or Olef) the first settler on the Orange Mountain (1678), his homestead being a few feet north of the stone bridge, where Tulip Avenue intersects Oak Bend.

In 1857, Mr. Haskell conveyed all the roads and fifty acres to Augustus O. Moore, Thomas B. Merrick and Edwin C. Burt, Trustees, as a private pleasure ground for the use and enjoyment of all such as might become the owners or occupants of adjoining lands. The present Trustees, who are elected for life, are, Farnham Yardley, Robert Dun Douglass, and Hendon Chubb.

The Park proprietors meet annually and elect a Board of Managers who have charge of the Park and of the roads. The Board of Managers consists of ten members and an advisory committee of six. For 1936, Albert C. Wall was chairman; Charles F. Robbins, Secretary; and Miss Mary Vincent, Treasurer. The Board of Managers provide for the policing of the Park but the residents rely upon the town for protection against fire.

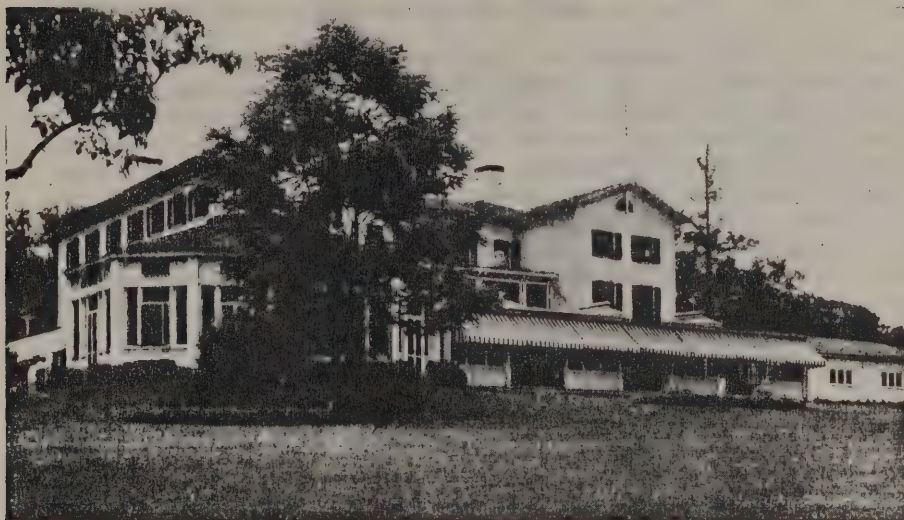
The narrow winding roads remain today as they were laid out by the founder and every attempt has been made by the Proprietors and Managers to maintain the natural scenic beauty which existed at the time of its early development. The perpetuation of Llewellyn Park as an exclusive residential section is assured by a covenant written in every deed whereby each property owner is restricted to certain rules and required to pay an acreage tax, which is used for repairing the roadways and the general upkeep of the property not privately owned. The



roadways are still lighted by gas, which originally came from a gas works located at White Street near the West Orange-Orange boundary.

While the Park belongs to the people who live in it, the man who founded and controlled it insisted that it should be open, under proper restrictions, to the public at all times except Sundays. This policy is still maintained.

Despite the industrial development in the Valley section and these two private residential park developments, the bulk of the territory was given over to agriculture in 1862. It was extremely fitting, therefore, that when the seal of the new township was adopted in 1870 the central and dominating figures were "three ploughs."



Essex County Country Club House



Entrance to Llewellyn Park





## *Rail and Trolley Era, 1862-1915*

**S**HORTLY after the Township of Fairmount was incorporated, two real estate developments of note got under way. Dr. Edgar E. Marcy acquired some two hundred acres of land bounded by the ridge of the First Mountain, Northfield Road, Mt. Pleasant Avenue and Prospect Avenue. The tract was one of the most rugged on the Mountain and was heavily wooded. Dr. Marcy cleared the trees from the frontage along the ridge and thus acquired an unobstructed view of the growing cities of Newark and New York to the east. General George B. McClellan of Civil War fame, and John Crosby Brown, a prominent New York banker, were members of the colony of famous people who, likewise, erected fine homes along the "Ridge," or "Brow," as it was sometimes called.

About the same time, Benjamin Small was promoting another real estate development just to the south. This development, which was given the name of St. Cloud, consisted mostly of small cottages and was more of a summer colony than Dr. Marcy's development. The people who built their homes in both of these sections were of considerable means and, consequently, in summer the town took on a lively appearance. Handsome equipages drawn by well-groomed horses and driven by coachmen in livery passed up and down the mountain roads carrying the men to and from the Orange station of the railroad in the morning and evening, and taking their ladies calling during the late mornings and afternoons.

With the leasing of the Morris & Essex Railroad to the Delaware, Lackawanna & Western Railroad in 1868, relatively rapid transportation to New York was made available to residents of the Valley section of West Orange and the commuting traffic began to develop.

In 1874, a spur railroad line, known as the Watchung, or Orange Branch of the Greenwood Lake Division of the Erie Railroad, was placed in operation from North Newark to Park Avenue in West Orange, the terminus being designated as Llewellyn, because of its proximity to Llewellyn Park. Excursions to Greenwood Lake via this line were popular but the commuters did not patronize it as liberally as was expected. However, during the railroad strike of 1877, when trains ceased operation on the Lackawanna, the Watchung Branch continued its schedule and was well patronized by travelers to New York. After the strike was over, the road became unprofitable and the management ceased operations entirely for a period of four years. In 1881, the line was extended from Llewellyn Station to Main Street and operations were resumed. In 1888, in an effort to procure more rapid transportation to New York, several hundred dissatisfied Lackawanna commuters agreed to patronize the Watchung Branch of the Erie, if express service were installed. De luxe equipment was provided, free stages transported passengers from Main and Day Streets to the Washington Street station and, as a result, the commuters deserted to the Erie, but only for a short period of time. The combination of better service by the Lackawanna and the inconvenience of the Erie to the commuters in the southern section of the Oranges finally won out and within a year the Watchung Branch reverted to its former status. Since this battle for patronage, the Lackawanna has made a determined bid to keep the commuter traffic by continually improving its schedules and facilities and the Erie has been content to operate the Watchung Branch as a freight road serving the industries along its right-of-way.

Some time prior to 1890, the Greenwood Lake division of the Erie contemplated a branch line from Montclair to Morristown along Bloomfield Avenue and running through the towns of Caldwell and Roseland. This proposed line



would have skirted Verona Lake near its outlet and if it had been constructed would have made it possible to enter Pleasant Valley, West Orange, from the north between the First and Second Mountains. However, after work was started, it was realized that the cost of taking the railroad through the First Mountain at the Montclair-Verona line would be prohibitive and the plan was abandoned. Instead, a connection was made with the Greenwood Lake division to the north. This connection west of Great Notch ran southwest to Caldwell, passing underneath Bloomfield Avenue to the west of Verona. While it would have been possible to run a spur from that point to Pleasant Valley in West Orange, the distance to Great Notch and back was too great to make the proposition commercially attractive. As a result, the section of West Orange west of the First Mountain was without direct railroad transportation.

Prior to the World War, the developments on the Lackawanna and Erie railroads were of little interest except to the inhabitants of the Valley residing within walking distance and to the few wealthy residents from the east slope of the mountain who maintained their own stables. These two railroads were of absolutely no value to people residing beyond St. Cloud and the Ridge because, from a commuting standpoint, the distance was too great for horse-drawn vehicles. Since industries already had a strong foothold along the Orange-West Orange line and this section of the town was quite thickly populated by workers in the local factories, improvements in service by either the Erie or the Lackawanna had but little direct effect upon the residential growth of West Orange. After 1915, the use of the private automobile became popular and it became possible for commuters to live beyond walking distance of the Highland Avenue and Orange stations. In the meantime, growth of the town was dependent upon the expansion of its own industries and those in Orange, and the development of forms of transportation other than the railroad.

In 1878, William Ward started the operation of a horse-drawn stage line between Livingston and Orange, following the old Orange Turnpike route along Mt. Pleasant Avenue. This line was purchased by Benjamin De Camp in 1881 and has been operated by that family ever since. Other stage lines operated along Northfield Road and Eagle Rock Avenue, but since schedules were infrequent, the lines were of little use even to individuals living adjacent to the routes and but few new residents were attracted by these stage lines to the territory west of the "Valley."

During the decade 1890-1900, West Orange, like many other communities, was struck by the interurban traction boom which for a time appeared to be the solution to the development of the mountain section. As early as 1865, a horsecar service to Newark operated by the Orange & Newark Horse Railway Company had been available to the citizens of Orange. This line, however, had its terminus at Lincoln Avenue and Main Street, Orange. In 1887, a cross-town horsecar line in Orange connected the Orange Station of the Lackawanna, then located at South Day Street, with the Orange Station of the Erie Railroad at Washington Street. This cross-town line had been extended to Bloomfield in 1888 and along Washington Street to the West Orange line prior to 1890.

During the next two years, the Orange line of the Orange & Newark Horse Car Railway was extended up Main Street from Lincoln Avenue, Orange, to the West Orange boundary and thence along Valley Road (now Main Street) to Dunn's Roadhouse at Tory Corner. About this time, the corporate name of the enterprise was changed to the Newark Passenger Railway. The first electric car of this company was run over its line in 1892 and horsecar service was eliminated in 1893. Another extension of the line along Eagle Rock Avenue (now Main Street) to Harrison Avenue was completed in 1892.





One of the primary reasons behind the extension of the car line into West Orange was the growth of the Edison Industries. In 1887, Thomas A. Edison, who had become a resident of Llewellyn Park the previous year, decided to erect an experimental research laboratory in the vicinity of Cook's Pond just east of Valley Road where it is now intersected by Lakeside Avenue. (The laboratory is still standing and since Mr. Edison's death in 1931 has been maintained as a museum.) The phonograph works on Alden Street were erected between 1887 and 1890. The world-wide demand for this musical instrument and the wax records which it required, definitely assured the industrial development of the territory contiguous to the northern portion of Valley Road and the increased use of the new trolley facilities.

In 1894, the trolley line to the foot of Eagle Rock had been placed in operation. This line was an extension of the Washington Street end of the Orange Crosstown and ran via Washington Street to its own right-of-way along what are now Watchung Avenue, Chestnut Street, Oxford Place and Cherry Street, to Harrison Avenue and via that street to its intersection with Eagle Rock Avenue. It thence proceeded over its own right-of-way again by a zigzag path up the mountainside and terminated at Cox's Hotel on Mountain Avenue at the foot of Eagle Rock. A service connection was also made between the Eagle Rock line and the Orange line by a track running along Washington Street from Watchung Avenue to Main Street.

The idea behind the construction of the Eagle Rock line was to provide cheap transportation to Eagle Rock, which had become a mecca for Sunday picnickers because of its high elevation and magnificent view of the growing metropolitan area. In addition to the view, there was the small ice pond to the west of the ridge at the intersection of Eagle Rock and Prospect Avenues. The owners rented rowboats to the picnickers in the summer time and provided facilities for skating in the winter. As a result, the spot soon became so popular that a dance hall, restaurant and merry-go-round were constructed. The enterprise was called Crystal Lake Amusement Park, or Crystal Lake.

The promoters of the Eagle Rock line realized the impracticability of running a trolley to the top of the ridge because of the excessive grades. Instead, they counted upon their patrons' climbing the last hundred feet up a zigzag path constructed along the side of the cliff, which rises precipitously at that point. The trolley venture was not a financial success at first and after a few years the Crosstown and Eagle Rock lines, which were owned by the Suburban Traction Company, went into receivership, the property being sold in 1898 to the Orange & Passaic Valley Railway Company. As the park became better known, however, it became extremely popular with the people living in the congested sections of Newark. They longed to spend their holidays in the open country but could not afford to travel great distances to do so and, until the automobile became cheap enough for them to own, a trip by trolley to Eagle Rock and Crystal Lake was the answer to their prayers. On summer holidays and Sunday mornings a steady stream of trolley cars left Newark via the Orange line for the terminus at Harrison Avenue where passengers either walked up the mountain to the top or transferred to the Eagle Rock line. In the late afternoon and evening the homeward trek began and the stream of trolley cars on the Orange line reversed itself and carried the tired but happy trippers back to their hot homes.

On such days, the open cars on both the Orange and Eagle Rock lines were so crowded with passengers standing inside and clinging to the running boards on



both sides that the conductor had to be an acrobat to travel from one end of the car to the other collecting fares, and an optimist if he expected to get them all.

The only serious accident on the Eagle Rock line occurred about 1906 when a car with some sixty people aboard jumped the track coming down the hill and overturned. While a number of the passengers were seriously injured, fortunately no one was killed.

The amusement park passed its heyday with the advent of the cheap automobile and, while it still attracts sizeable crowds in search of pleasure, the trolley ride became a thing of the past over twenty years ago.

The Eagle Rock and Orange lines had been so laid out that they practically encircled a large tract of relatively high land between Rosedale Cemetery on the east, Washington Street on the south, Main Street and Harrison Avenue on the west, and the West Orange-Montclair boundary line on the north. Watson Whittlesey, the receiver for the old Suburban Traction Company visualized the possibilities of a successful real estate development in this section because, in addition to having quick transportation to the Newark shopping district, homes built there would be within walking distance of the rapidly growing Edison plant. He purchased the Ira Harrison farm which embraced most of the territory and laid out on Whittlesey Avenue, High Street, Watson Avenue and Watchung Avenue, Cherry and Elm Streets. The venture was successful and the section still known as the "Heights" is almost completely developed with moderately-priced one and two-family homes.

While this electric railway transportation and real estate boom was getting under way in the Wigwam Brook section of town, schemes for developing the east slope of the mountain in the Valley section were also being pushed with vigor by the same group that were interested in the promotion of the Crosstown and Eagle Rock lines.

In 1887, the Orange Mountain Land Company was incorporated to acquire land on the mountain top from Northfield Avenue to Walker Road. The promoters of this enterprise also purchased extensive holdings on the east slope of the Mountain between Walker Road, Gregory Avenue, and Forest Hill Road (formerly Chestnut Avenue) and on the west slope between Fairview and Mt. Pleasant Avenues to the west of Prospect and Ridgeway Avenues.

To provide transportation facilities, the Orange Mountain Cable Company was organized by the land company promoters. As it was planned to run the tracks in a straight line from the Valley to the top of the mountain, it was decided to operate the cars by a cable. The right-of-way for the cable road extended from Valley Road along Wheatland Avenue between Forest Hill Road and Orange Heights Avenue to Gregory Avenue and from that point to the top of the ridge north of the present clubhouse of the Rock Spring Country Club. At the top of the ridge it was necessary to make a cut about 30 feet deep to reduce the grade. The steam boilers, engines, cable wheels and gearing were housed in a traprock structure, from the second floor of which the engineer in charge had an unobstructed view of the eastern end of the line in the Valley. The road began operations in 1893, the rolling stock consisting of two cars which were constructed along the lines of a ferry boat with a vehicle runway in the center and accommodations for passengers on either side. The two cable cars were connected in such a manner that the descent of the incline by one aided in the ascent of the other, thereby reducing the amount of power required. Communication between the bottom of the incline and the top was by means of signal flags. The original plans of the promoters of the cable road called for a spur connection from the Crosstown line in Orange from Scotland Road near Freeman





Street and the construction of a short trolley line from the power house at the top of the hill to the vicinity of the St. Cloud Presbyterian Church. Neither one of these plans ever materialized.

A hotel was built to attract visitors but the original idea of a real estate development was not successful and the land company and cable road went into receivership in 1895 and 1896.

In 1897, the South Orange station of the Lackawanna on South Orange Avenue was connected with the West Orange terminus of the Erie at Main Street by an extension of the South Orange & Maplewood trolley line. This line, which operated along its own right-of-way and which for most of the distance paralleled and was contiguous to the East Branch of the Rahway River, although later officially known as the Montrose Line, was popularly referred to as the "Swamp Line." The Swamp Line provided an indirect means of getting to the eastern terminus of the Cable Road.

This fact coupled with the popularity of Eagle Rock and Crystal Lake captivated the imagination of other groups of individuals. They constructed a pond north of Walker Road by throwing up a low embankment around a swampy spring-fed section at that point. The trees growing within the borders of this artificial lake were chopped off close enough to the ground so that the water was navigable for rowboats. A dance hall and merry-go-round were also constructed and the amusement park became known as the "Cable Road" (or Highland Park). Although efforts were made to popularize it by means of carnivals and outdoor wild-west shows, the lack of direct connection with transportation facilities to Newark doomed the park venture to ultimate failure along with the Cable Road.

When the Rock Spring Country Club began the development of its golf course in 1929, it acquired most of the amusement park site including "Cable Lake." Before the lake could be used for swimming, it was necessary to drain off the water and blast out the old stumps left by the original promoters.

The power house was razed and today the only remaining evidence of the park is Cable Lake and the wide cut in the ridge for the old right-of-way.

After the cable road was abandoned, one more effort was made to reach the top of the mountain by rail and stimulate real estate development in the St. Cloud section. The Orange Mountain Traction Company was formed by some of the individuals who had acquired the holdings of the Orange Mountain Land Company. They decided to operate a trolley over the old cable road right-of-way and purchased two cars equipped with motors of sufficient power to pull a car up the steep grade and with specially-designed brakes to control the trip down the hill. On the initial trial trip, the motors succeeded in driving the first car almost to the top of the ridge. The car had insufficient traction, however, and slid backwards down the rails to the foot of the hill where it crashed into the other car with such force that it was driven across Valley Road. Both cars were demolished and several people were killed. Undaunted by this set-back to their plans, the group decided to negotiate the steepest part of the climb by the use of a zigzag system of switchbacks. From an engineering standpoint, the plan was a success and the line was operated from the Valley to the top of the ridge and thence along Northfield Road as far as Rock Spring. The venture, like the cable road, was not financially successful because schedules were necessarily infrequent and competition from buses and privately-owned automobiles was beginning to be effective. The line was abandoned about 1914.

The eastern section of the town at the foot of the mountain had blossomed into a thriving community as a result of the developments in rail transportation.



The residents of this section either found employment in the bustling Edison Plant and the waning but still important hatting industry of Orange or traveled to Newark and New York by means of the trolleys and the Lackawanna. A visitor who entered the town from Montclair about 1900 and traveled south to the South Orange line and who repeated the trip today would recognize many of the old landmarks, would look in vain for others, and would be able to note many additions.

The old hotels and saloons at the junction of the Eagle Rock and Orange trolley line, where passengers stopped to quench their thirst while waiting to transfer, and the Cornelius Bramhall house at the junction of Harrison and Eagle Rock Avenues have disappeared. The Parochial School of Our Lady of Lourdes, built in 1924, occupies the Bramhall site and to the west at the corner of Valley Way and Eagle Rock Avenue the Eagle Rock School, built in 1916, is visible. Small stores have sprung up to serve the people residing along Valley Way and Mississippi Avenue and the cross streets which now traverse the old Williams and Harrison properties in that section.

The visitor recalls that if this were Thanksgiving Day twenty-five or thirty years ago, Eagle Rock Avenue would be lined with spectators witnessing the annual automobile road race. The time element was not very important in these races, the principal object being to determine which cars would be able to negotiate the steep turn at the top.

As the traveler moved south, he would note that Eagle Rock Avenue is now known as Main Street, between Harrison Avenue and Washington Street. On the left, the deep ravine along which Wigwam Brook flowed has disappeared with the piping of the brook. The Charles Williams estate, with its large houses and barns setting back from the road, is gone and the site is occupied by the Edison Junior High School, a handsome brick structure of colonial architecture.



Tory Corner





From the rear of the school building in the summertime come the shouts of children and adults at play in Colgate Playground which was opened about 1911.

At the junction of Washington Street and Valley Road, Washington Street School with its clock tower presents a familiar picture and causes the traveler to stop and recall the many familiar tales about the Williams family and their Tory leanings during the Revolutionary War. He notes that the dilapidated Harrison homestead has disappeared. Although George Washington never slept in this house, he was reputed to have stopped here for a drink of water during his encampment at Cranetown (Montclair). Hence its claim to fame and the name of the street.

Across the way is the brick building, known as No. 2 Fire House, erected in 1904. Holy Trinity Church and parish house, built in 1906 have replaced the old Rider home at the corner of Franklin Avenue and Eagle Rock Avenue across the way from the Washington Street School.

Proceeding south along Valley Road, the name of which, like that of Eagle Rock Avenue, has been changed to Main Street, the traveler finds that Dunn's Roadhouse, the former terminus of the Orange trolley line and Julius Wiegel's Tory Corner grocery store, are no longer in existence. However, Musler's blacksmith and carriage shop, in a different building to be sure, has kept pace with the change in the times and is prepared to remove dents from his automobile fenders or build or refinish a body for his delivery trucks. The section is now a thriving community of small shops catering to the surrounding territory along Franklin Avenue and the Heights.

On the right hand side of the road, as the traveler leaves Tory Corner and its history behind him, he passes the neighborhood movie theater, known at various times as the Llewellyn, the Edison, and now the Windsor. Next door to the movie theater, which is obviously quite new, he recognizes the home formerly occupied by the Carrs and owned since 1918 by the West Orange Community House. The large stucco addition on the southern end is a gymnasium erected about the same time.

On the right, as the traveler proceeds, the Edison plant catches his eye. Most of the buildings are comparatively new, having been constructed since 1910, but the original laboratory is easily distinguished from the modern concrete structures among which it nestles, for the ivy-covered walls have weathered considerably in the past fifty years. The Thomas A. Edison Industries in West Orange manufacture alkaline storage batteries, ediphones, radio sets, and special electrical appliances such as toasters. In the past, the Edison plant was one of the largest producers in the world of phonographs and phonograph records. The West Orange organization is office headquarters for the plants which produce Edison Portland Cement, Edison Primary Batteries, and wooden furniture. The present head is Charles Edison, who succeeded his world-famous father, Thomas A. Edison, upon the death of the latter in 1931.

Another son, Theodore M. Edison, in 1931 established on Lakeside Avenue the Calibron Products Company which is engaged in manufacturing technical models and in research and development work.

Leaving the Edison district behind, the traveler comes to Park Avenue and the sweeping entrance to the main gate of Llewellyn Park on the right. The original gatehouse and porter's lodge, a replica of Llewellyn Haskell's "Eyrie" on the mountain top, have changed but little with passing years, but a traffic



light on a standard in the middle of the intersection supplies a modern touch. The soap factory erected by John Otterbein on the southeast corner of Park Avenue and Valley Road has been torn down to make way for the Lafayette Playground which since 1920 has served the recreational needs of the people in the old Ashland Avenue section. Further along, on the other side of the road, the old Whittingham House with its square pillars and porch reaching to the second story is a familiar sight.

St. Mark's Public School is missing, having been destroyed by fire in 1926, but the old hat factory next door, owned by C. B. Rutan in 1900, is now operated by Henig Brothers and E. R. Connett. In addition, the building houses certain other small industrial enterprises. Passing White Street, the traveler recognizes B. P. Laidlaw's grocery but, remembering certain newspaper articles he has read between visits, he glances warily up Condit Street to be sure there are no heavy trucks hurtling down the hillside, preparatory to running through the plate glass window and strewing groceries about the landscape. Next door is the West Orange plant of the Newark Steel Post Company, which was established in 1920, and manufactures steel posts, poles, and playground swings, with A. M. McBride as its head.

South of Condit Street the old Hardenburg house, on the triangle now known as Memorial Park, has disappeared and in its place stands the new Municipal Building just about ready for dedication. The park was acquired in 1917 and the double row of linden trees on the Main Street side were planted in memory of the West Orange boys who lost their lives in the World War. On a simple monument at the southern tip of Memorial Park their names are inscribed in bronze.

Approaching the Town Center, the traveler notes that the Watchung Coal Yard, St. Mark's Church and Parish House, and the Hedges block now owned by Newell Smith who acquired it in 1911, have undergone little change. The



Thomas A. Edison, Inc., Industries





old town pump, however, is missing from in front of the section of the Hedges block formerly housing the Police Station and now occupied by Llewellyn Market. The flagpole and the small triangular park formed by the junction of Main Street, Northfield Avenue and Valley Road have been removed in favor of a wide plaza. The First National Bank, which opened its doors in 1909 in the store formerly occupied by the old Deutlin meat market opposite St. Mark's Church, has been housed for many years in its own imposing brick building facing the Main Street entrance to the plaza. The wooden building to the south of the bank still contains a meat market and drug store. These businesses, however, are no longer operated by Schroll & Son or George J. Geiger, who conducted them for many years and were well known to the old timers. In the Macintosh Building on Northfield Road, the Wonderlite Company, owned by James T. Carr, has been manufacturing incandescent and various special types of lamps since 1927.

The three-story brick building on the southwest corner of Northfield Avenue and Valley Road, which, for a great many years, housed the grocery store owned by B. L. Williams and the post office, is still considered a choice location by one of the large grocery chains. McArdle's blacksmith shop next door to the Williams property, which was a busy place in the days of horse-drawn vehicles, has also been converted into a store.

The Coleman House and McIntyre's livery stable, which in 1900 were located across the road and were shaded by large elms, have long since disappeared and in their place stand a row of stores. The bar and game rooms of the Coleman House were the scene of much hard drinking and noisy social gatherings until the coming of prohibition in 1918. The strategy of many a local political battle was discussed in this old hotel and the victory celebrated or the defeat forgotten over glasses of beer or "shots" of whiskey and applejack usually taken straight by the hardy natives.

The traveler, after wiping away a tear for bygone days, resumes his journey along the old residential section of Valley Road. He finds that the Swamp Line trolley no longer crosses Valley Road near the first firehouse and notes that a brick Fire Headquarters, erected in 1908, has replaced the old wooden structure. The Jenkins Playground next door has been a recreation center for this section since 1910.

Brodesser's grocery store and Zeigler's candy shop at the intersection with Glebe Street have passed out of the picture, but the Old Valley Inn at the corner of Joyce Street still continues to dispense liquid refreshments, and the brownstone Lindsley house, located a little further along Valley Road and with the date 1849 over the doorway, appears to have many years of life ahead.

Central Avenue, which terminates at Valley Road, has become quite a manufacturing center since the turn of the century. In 1909, the S. R. Bristow Company took up quarters there to manufacture inter-office mail distribution systems. The Metal Textile Corporation, which produces kitchen utensils and other labor-saving devices, was started in 1922 and is now the third largest industrial enterprise in the town. It is headed by Russell B. Kingman, also widely known for his musical interests and, until quite recently, president of the New Jersey Symphony Orchestra. Bates Manufacturing Company manufactures numbering machines, staplers and similar office equipment. The Bates concern, formerly a unit of the Thomas A. Edison Industries, was organized in 1888. It is now an independent manufacturing unit under the supervision of C. S. A. Williams. A comparative newcomer to the section is H. L. Crowley and Company, estab-



lished in 1928 by Henry L. Crowley. This company manufactures ceramic insulators, condensers, resistors and magicores used by the radio and electric appliance industries.

A considerable number of changes have taken place also in the old hatting district flanking the east side of Valley Road south of Central Avenue. Our traveler pauses here and recalls that about the time West Orange was separated from Orange the hatting industry in the Orange Valley was producing hats at the rate of 200,000 dozen per year. Output reached its peak in the 1870-1880 decade, but in 1892, on the one hundredth anniversary of the business, the production of the twenty-one firms located in the district was still double the 1852 rate. Strikes occurred in the district from time to time over piece rates and wage scales, but they were usually of short duration. In 1882, however, there was a serious disagreement over the employment of convict labor, and in 1909 there was a strike over the use of union labels, which affected the whole industry and lasted for almost the entire year. From that time on, the importance of Orange as a hatting center declined rapidly, the manufacturers moving most of their equipment to Danbury, Connecticut, and to Philadelphia, where more favorable labor conditions existed. Today the valley plants no longer make hats but many of the buildings are occupied by industrial concerns producing a variety of articles. Among them is the Monroe Calculating Machine Company, organized in 1913, with the largest proportion of its plant in Orange, but with a substantial part in West Orange also. It manufactures accounting machines and bookkeeping equipment, and next to the Edison organization is the most important manufacturing project connected with the town.

While the old Valley Schoolhouse at the corner of Mitchell Street still stands, it is now used as a public garage. On the south side of Hazel Avenue our traveler sees a wooden apartment house with a peculiar balcony supported by brick pillars and recalls having been told that in 1886 this structure was the



Home of the late Thomas A. Edison, Llewellyn Park





clubhouse of the Essex Toboggan Club, whose toboggan slide located on what is now Hazel Avenue was one of the first to be constructed south of the Canadian Border. Across the way is another comparatively new movie theater, "The State."

As Freeman Street is approached, the scene becomes rather confused, for while some of the old stores still remain Struck's grocery store and others have been razed to make way for gasoline service stations. Winding south from Freeman Street, sight of the old Forest Street School in Orange restores the traveler's feeling that times have not changed, but he misses the traprock station of the old Swamp Line and finds that the street sign at Chestnut Street now reads Forest Hill Road. From here to the South Orange line, he meets few sights disturbing to old memories except that he sees the blank strip of land up the mountainside left by the old cable road and notices the Ridgeview Community Presbyterian Church at the foot of Ridgeview Avenue. The appearance of the Silver Springs estate of Thomas A. Gillespie, the last landmark before coming to the South Orange boundary, has altered little.

The Public Service Corporation, which controlled all three electric lines, continued operating trolleys up the mountainside on the Eagle Rock line until 1923 and in the Valley on the Montrose line until 1927 when busses were substituted. In 1929, the new No. 76 bus line of the Public Service Corporation, running from Orange Station of the Lackawanna to Montclair and Paterson, was routed through West Orange over Watchung Avenue, Washington Street, Watson Avenue and Chestnut Street to Harrison Avenue to take care of the residents of the Heights who were left without public transportation facilities when the trolleys on the crosstown and Eagle Rock lines were abandoned. Independent jitney busses started to compete with the Orange line from Harrison Avenue along Main Street to Newark about 1916. Most of these independent operators were bought out by Public Service but a few remain today. Trolley service on the Orange line still continues but is supplemented by bus service, which is becoming increasingly important each year. The substitution of the busses for trolleys on these three lines was merely a recognition of the flexibility of this form of motive power and no substantial changes occurred in the routes.

Most of the described changes which have taken place in the vicinity of Valley Road during the past forty years occurred prior to 1915, before automobile transportation became popular. Although the peak of trolley car operation on the Orange, Montrose and Eagle Rock lines occurred in that year, it is believed that the use of the private automobile or bus had but little to do with the developments which have taken place in this section since that time.

In 1900, the mountainside was only sparsely settled. Since 1862, Hutton Park and Llewellyn Park had changed but little and there had been but few additions to the houses built in St. Cloud and on the Ridge. John Crosby Brown had erected the Well House on Northfield Road in the old Spottiswoode Quarry and had constructed the Christian Path and Cross to the north just under the brow of the hill to mark the old trail taken by the early settlers on their way to Newark to church. David Collamore had constructed a beautiful brownstone house and estate on Northfield Road at Bluebird's Corner, and O. S. Carter had erected a show place just west of the present Senior High School. As the owners and managers of the various enterprises in the Valley became prosperous, a number of them had erected homes on the eastern slope of the mountain about halfway up the hillside. The road connecting these houses became known as Gregory Avenue.



The interest of the more wealthy members of the Essex County Country Club in polo and golf had resulted in the club's leasing the territory now known as Rolling Green Hills on Mt. Pleasant Avenue and in the Colony Drive and Enclosure sections along Gregory Avenue south of Northfield Road. These properties were connected to the club grounds proper by the purchase of strips of land extending from Mt. Pleasant Avenue along Randolph Place and from Hutton Avenue to Northfield Road along Linden Avenue. One of the finest 18-hole golf courses in the metropolitan district was constructed on this tract.

All of these events, however, had transpired about the turn of the century. By 1915, the trolley boom had spent its force in the eastern part of the town and all attempts to climb the mountain slope by rail had resulted in failure. The eastern slope had changed but little during the preceding fifteen years and the section to the west of the ridge still retained the agricultural and rural complexion of the early days of the town.



South Entrance to Town





## *Bus and Automobile Transportation Era (1915-1937)*

**B**Y 1915, the motor bus had been developed to a point where it was practical for operation over mountain roads and in that year the horse-drawn Mt. Pleasant Avenue stages operated by De Camp were abandoned. Two years later a bus route between Orange and Northfield via Northfield Road was placed in operation by that company. A vociferous demand for bus transportation to St. Cloud with the abandonment of the Orange Mountain Traction Company's trolley line resulted in the establishment of a municipal bus line to that section via Northfield Road. In order not to play favorites, another municipal line was inaugurated via Mt. Pleasant Avenue and Pleasant Valley Way to Pleasantdale. In 1920, the town authorities decided to relinquish the operation of these two lines to De Camp. In 1923, De Camp's Northfield-Orange line was extended to Newark on the east and to Morristown on the west, thereby providing direct service between Newark and Morristown via Northfield Road. In 1925, De Camp's Pleasantdale line was extended to Caldwell and Newark. In 1928, service was inaugurated from Orange to uptown New York via the Holland Tunnel. Including the Montclair lines to New York, the De Camp Bus Line has grown from an operator of two busses in 1915 to the management of a fleet of forty-one at the present time. These lines now have a monopoly on public transportation over the mountain roads.

Although the perfection of the motor bus contributed to the opening of the mountain territory, the popularization of the private automobile was the primary factor making possible the development of the east slope of the First Mountain and Pleasant Valley.

The section which first felt the greatest stimulus was what is known as the South End, peopled largely by commuters. It comprises territory for a considerable distance on both sides of Gregory Avenue, from Northfield Road to the South Orange boundary. The popularity of this section was enhanced when the Lackawanna elevated its right-of-way and erected attractive and comfortable stations in 1922. By 1928, the demand for land in this section had become so great that the Essex County Country Club was forced to relinquish its lease on its old golf course and acquire another site over the mountain. As a result, Rolling Green Hills and the Enclosures were developed with attractive homes, necessary additions were made to the Gregory Avenue and Senior High Schools, the Woodhull Playground was opened, and later the Theodore Roosevelt Junior High School was built. In 1928, Public Service Corporation inaugurated the No. 126 route from Gregory Avenue and Luddington Road to Newark via Northfield Road and Main Street to take advantage of the growing traffic in the South End section. The electrification of the Lackawanna in 1930 came too late to offset the general halt in residential construction caused by the depression, but activity in the South End and Rolling Green Hills has again revived although building is on a saner basis than in 1928 and 1929.

The Eagle Rock Reservation, Llewellyn Park, the exclusive Ridge section and the property and golf course of the Rock Spring Country Club are a more or less temporary barrier to large-scale real estate developments on the top of the First Mountain. The two new eighteen-hole courses of the Essex County Country Club occupy most of the land west of Prospect Avenue between Mountain Avenue and Mt. Pleasant Avenue; the West Orange Public Golf Course is located north of the Public Service Substation on Prospect Avenue between Mt. Pleasant and Eagle Rock Avenues; and the Orange Mountain Golf Club and the



Montclair Golf Club occupy most of the land west of Prospect Avenue between Eagle Rock Avenue and the West Orange-Verona line. On the crest of the Second Mountain, the Crestmont Golf Club and the Essex Fells Country Club control large acreages south and north of Eagle Rock Avenue. While these golf courses control a great part of the territory beyond the ridge, a number of real estate developments have already been started. The transformation of all of these golf courses into residential developments merely awaits a demand for fine homes. When that demand arises these courses will disappear just as the farms in this section have vanished, and will be absorbed in the same manner as the old golf course on the east slope of the First Mountain.

However, two sections of this mountain territory in practically its virgin state are assured to future generations; the South Mountain and Eagle Rock Reservations. These large wooded tracts were acquired prior to 1899 by the Essex County Park Commission, which was created by an act of the Legislature in 1894 to own and develop public park properties. The Eagle Rock Reservation, which extends into Montclair, is bounded on the east by the ridge, on the south by Eagle Rock Avenue, and on the west by Prospect Avenue. The South Mountain Reservation, which begins in Millburn, extends from the South Orange boundary to Northfield Road and Cedar Avenue and includes all of the territory between Walker Road and the top of the ridge on the Second Mountain. The old Orange Reservoir lies within its boundaries.

It is evident from the foregoing discussion of the development of the Town of West Orange from the days of the wagon freighters that the private automobile and the bus have finally succeeded in conquering the steep mountain slopes which steam, cable and trolley railroads were unable to scale. The result of these changes can best be visualized by a comparative study of the past growth and changes in population and assessed value of real estate.

### *Population and Assessed Value of Real Estate*

THE earliest data on population indicates that in 1865 the inhabitants of West Orange numbered 1,755. By 1936, it is estimated that the population had increased to 29,321.

In 1863, the farms, homes and small shops were valued by the taxing authorities at \$805,000. In 1876, the year in which the Federal Government celebrated its hundredth anniversary, the tax ratables had increased to \$3,052,000. At the peak of the business boom in 1929 they had reached a total of \$40,097,000 and have increased every year until 1935, despite the subsequent depression with its tumbling realty values.

In 1930, the ratables were \$44,571,000, or nearly 55 times as great as they were when the town was organized. During the same period the population had increased only 17 times.

In 1870, 70% of the population was of native origin and 30% was of foreign birth. The colored population, mostly house servants, was negligible, totaling less than 50. By 1930, the proportion of foreign-born had fallen to about 20%, but only a little more than 50% of the native-born were the offspring of native parents on both the maternal and paternal sides. The colored population in 1930 was less than 250, or a smaller proportion of the total than in 1870. In the early years, practically the entire foreign population came from Great Britain. In 1930, 80% of the foreign-born were of British, German, Italian





or Scandinavian origin, with those from Great Britain still predominating. The remaining 20% consisted of nationals from more than twenty other foreign countries. The German and Italian population were of equal size, but in combination were less than the British. Scandinavians accounted for about 10% of the total foreign population.

In 1930 the male and female population were almost equal and roughly 60% were married. There were about 5,800 families, of which less than 5% lived in dwellings housing three or more families each. Almost two-thirds of the families resided in one-family homes and the balance in two-family houses. About 75% of all of the dwellings were owner-occupied. The median value of the owned dwellings was in excess of \$11,000 each and the median rental paid by families leasing their houses was \$44 per month. About 63% of the population in 1930 was of voting age and only slightly more than 1% were classified as illiterate.

While there are twenty-two industries in West Orange employing at the present about 5,000 males and 750 females, many of these workers live in surrounding communities. The town today is predominantly residential rather than industrial in character and the bulk of the wage earners consists of commuters employed in Newark and New York.

It may be concluded from this data and general observation that the town today is primarily a residential community populated largely by reasonably intelligent, moderately well-to-do, native-born citizens of the commuter type, who are living in one- or two-family houses and who are married and raising families.

One of the factors limiting further growth is density of population and from this standpoint the town has a better opportunity to expand than any of the other Oranges.

The United States Census since 1870 gives the following data regarding the population of the town and the surrounding communities:

Census Year	<i>Population</i>				
	West Orange	East Orange	Orange	**South Orange	Livingston
1870 -----	2,106	4,315	9,348	2,963	1,157
1880 -----	3,385	8,349	13,207	3,911	1,401
1890 -----	4,358	13,282	18,844	4,970	1,197
1900 -----	6,889	21,506	21,141	4,608	*
1910 -----	10,980	34,371	29,630	6,014	*
1920 -----	15,573	50,710	33,268	7,274	*
1930 -----	24,327	68,020	35,399	13,630	3,476
Avail. Area					
in Sq. Mi. -----	11.1	4.0	2.2	2.7	12.3
1930 Density					
per Sq. Mi. --	2,190	17,000	16,090	5,050	283
*Not available.		**Maplewood not included.			

An inspection of the foregoing data shows the density of population in West Orange is less than 15% as great as in either Orange or East Orange and only 40% as great as in South Orange. In physical characteristics and type of homes, West Orange more closely resembles South Orange and when compared with that community it is evident that the opportunity to increase the population is quite favorable from the standpoint of available territory.





By Permission Fairchild Aerial Surveys, Inc.

Aerial View of West Orange, August 21, 1934

### *Local Community Activities*

**F**INE climate, high elevation, good natural drainage and the type of transportation facilities which were available at various periods were not the only factors which accounted for the past growth in population nor will they alone assure the future expansion of the town. Intelligent management of municipal affairs, efficient police and fire protection, pure and continuous water supply, sanitary sewage and garbage disposal, paved and illuminated streets, a progressive school system, prompt postal service, adequate banking facilities, live churches and other active community organizations are all necessary. A brief resume of some of these latter factors shows that they have all been important contributors to past growth and give every evidence of continuing to be important forces in shaping the towns future.

#### GOVERNMENT

Fairmount and West Orange operated under the Township form of government from 1862 until February 28, 1900, when the Township became a Town. As a Township, Fairmount and West Orange were governed by a Township Committee consisting of five members, the office of Chairman corresponding to that of Mayor. Ambrose Condit was the first and only Chairman of the Fairmount Township Committee and the other four members were Louis Kinston, William F. Baldwin, Ellis F. Condit and Samuel M. Condit. The first Town Clerk was Edmond Condit and the first Tax Collector, Lewis Condit. Simeon Harrison was the first Chairman of the West Orange Township Committee. As a town, the first council consisted of nine members with Simeon H Rollinson, a descendant of Simeon Harrison, as Committeeman-at-large, or town head.





The other members of the Town Council were W. Edward Glazier and John Otterbein, First Ward; Irven A. Kenney and Thomas Cunningham, Second Ward; Max Brodesser and Thomas Gannon, Third Ward; William E. Condit and Herman Freye, Fourth Ward. Joseph McDonough was Town Clerk, Frank A. O'Connor, Assessor, and William N. Williams, Tax Collector. All of the above offices were elective.

The administration of town affairs by an elected council continued until June 27, 1922, when the commission form of government became effective. The five high men in the spring election were Frederick C. Erwin, Simeon H. Rollinson, William S. Woodhull, George V. McDonough and Frank A. O'Connor. These men were elected for a term of four years. Simeon H. Rollinson was chosen by the group to be mayor in recognition of his demonstrated ability as a chairman and as a tribute to the fact that he had held the corresponding office in the first Town Council in 1900. Mayor Rollinson continued as Mayor for twelve years. In 1934, because of ill health, he decided not to enter the campaign and after the election Frederick C. Erwin, the present mayor, was chosen as their head by the new commissioners. Mayor Erwin and Commissioner O'Connor have been continuously in charge of the same departments of the Commission since 1922. Bernard M. Degnan is now in charge of Parks and Public Property, Benjamin P. Laidlaw of Public Affairs, and Armand C. Brundage of Public Safety.

The Township Committee met in the old St. Mark's School Building until about 1890 when Llewellyn Hall was condemned as being unsafe for public gatherings. The next meeting place was a large room over the feed store in the Hedges' Block on Main Street just south of Memorial Park. This block, which was destroyed by fire in 1892, was rebuilt immediately and the Township and Town Committees continued to meet there until 1905. In that year, the Wheeler Lindsley residence on Northfield Road was purchased and converted into a Municipal Building containing a council chamber, police headquarters, and financial offices for the town. About 1915, the growth of the town and the consequent need for more room for the executive staff made it necessary for the Town Council to relinquish the council chamber and to hold their meetings in the Auditorium of the Gaston Street Junior High School. This relieved the pressure for a time but quarters in the Municipal Building continued to get more and more cramped. Furthermore, the structure which has been estimated to be about 100 years old deteriorated rapidly under the hard usage to which it was subjected. In 1934, it was decided to erect a modern municipal building in Memorial Park and in the spring of 1935 ground was broken. The cornerstone was laid with impressive ceremonies on October 31, 1936, and it is planned to dedicate the finished structure on March 11, 1937, the diamond jubilee of the formation of the Township of Fairmount.

The Commissioners are assisted in their administrative duties by a tax collector, treasurer, two assessors, a police recorder, town clerk, town attorney, engineer, building inspector and plumbing inspector. All of these offices are term appointments and carry a salary. In addition, there are a number of appointed boards and commissions which act without pay and in an advisory capacity. The oldest of these is the Board of Education, which was created in 1890. The Sinking Fund Commission was set up seven years later to apply the funds received from state railroad taxes and other sources to the reduction of bonded indebtedness of the town. The Board of Health began to function in 1900 as part of the new corporate form of government and assumed charge of vital statistics and general health matters, including the preparation of a sanitary building code. A Zoning Board of Appeals was created in 1922 under an act of the State Legisla-



ture in an attempt to control development of the town by preventing the encroachment of business and industrial enterprises on residential territory. There were some defects in this legislation and when it was corrected in 1928 this Board was succeeded by the Zoning Board of Adjustment.

West Orange is one of the four communities in Essex County which has seen the wisdom of controlling real estate developments while they are still in the blueprint stage. The Planning Board created in 1931 passes on all such proposals and, unless its requirements are met, refuses to recommend financing of street and sewer facilities by the town. The thorough and comprehensive job which this group is doing augurs well for the future development of the mountain territory.

The Safety Council was organized in 1936 in an effort to make the streets and highways safer by stimulating interest in accident prevention. The Transportation Committee was organized in 1936 to study transportation conditions.

### POLICE AND FIRE DEPARTMENTS

A police department was not established until 1884, the original force consisting of three men with William H. Bamford as Captain and Chief of Police. The department had its headquarters in the Hedges Block at the time it was destroyed by fire. During the period the building was being rebuilt, the department was stationed in a small structure on the present site of the new Municipal Building. Since 1905, headquarters have been located in the old Municipal Building on Northfield Avenue. Chief Bamford was retired in 1918 and the present Chief Patrick J. McDonough, who had been appointed to the department in 1900, was placed in charge. The Department now consists of the Chief, one Detective Lieutenant, four Lieutenants, three Sergeants, and thirty-three Patrolmen.

As a result of the destruction of the Hedges Block in 1892, a Fire Department was organized by the Township Committee in 1894 with three paid men and eight call men. The new department was installed in a frame-constructed building on a lot at the corner of Whittingham Place and Valley Road on the same location as the present Fire Headquarters. Simeon H. Rollinson donated the use of the plot of ground and gave an option to purchase the land, which was later exercised by the Township Committee. The first piece of apparatus was a horse-drawn hose wagon pulled by a pair of black horses. The No. 2 firehouse on Washington Street was constructed of brick and was occupied in 1904. The present Fire Headquarters replaced the wooden firehouse in 1908, and the Fourth Ward No. 3 firehouse was erected in 1929. The department became full paid in 1918. The first fire alarm system was installed in 1894. The present number of fire boxes placed at strategic points throughout the town total 66, including five private numbers. There are now a total of 569 fire hydrants connected with the water system.

The first piece of motor apparatus was put into service in 1911 and by 1915 the department was completely motorized.

The first head was Owen Kennedy, whose title was Foreman. He held the office less than a year and was succeeded by James J. Sheehan who served as chief from 1894 until 1926. Chief Sheehan was succeeded by the present Chief, Martin T. Kennedy. The department now consists of the Chief, six captains, one motor mechanic, one electrician and thirty-one privates.

In the year 1930, on account of the depression, the firemen began renovating toys for the less fortunate children in the town. This work was continued until





1935, but was stopped for lack of toys to renovate and because of an improvement in business conditions.

Among the largest fires that have occurred in West Orange, the following are mentioned:

April 27, 1892—Hedges' Block.

June 16, 1906—Smith's Feed Warehouse on White Street near the Erie Railroad.

Feb. 27, 1913—The first West Orange High School located on the same site as the present Gaston Street Junior High School.

Dec. 9, 1914—Edison Phonograph Works and Phonograph Record Department. This was the largest fire in West Orange.

Nov. 14, 1926—St. Mark's School.

Both the Police and Fire Departments have acquired a splendid reputation for efficiency in performance of duty and it is the pride of the community that both are entirely free from political interference.



First National Bank of West Orange, N. J.



## WATER SUPPLY

In 1892, "The inhabitants of the Township of West Orange" entered into a contract with "the West Orange Water Company" "to furnish within a period of nine months and thereafter for a period of fifteen years a full, ample and sufficient supply of pure and wholesome water for the extinguishment of fires and other public and domestic uses and purposes of the inhabitants of the said Township of West Orange. The said supply of water to be obtained from the Montclair Water Company, or from its successors and said supply of water to be at all times from the same source of water supply as the water hereinafter supplied to the inhabitants of the said Township of Montclair."

This original contract specified twenty-two streets on which about eleven miles of pipe should be laid, including 8-inch pipe on Upper Mountain Avenue, Harrison Avenue and Valley Road; 6-inch pipe on Gregory Avenue; in Llewellyn Park, Chestnut Avenue, (Forest Hill Road), Hillside Avenue, Northfield Road, Mount Pleasant Avenue, Valley Road, Washington Street, Watchung Avenue, Lakeside Avenue, Ashland Avenue, Beaver Street, Lindsley Avenue, Main Street, old Northfield Road and Mitchell Street. Four-inch pipe was specified in Washington Street, White Street, Gaston Street and Stockman Street.

The Water Company was also required to place fire hydrants approximately five hundred feet apart on all mains or future extensions and 112 fire hydrants were put in service. In the middle of 1893, water was turned into the system and by the end of the year there were 116 consumers receiving water.

In 1915, the West Orange Water Company was merged with several other small companies to form the Commonwealth Water Company, which in turn is controlled by the American Water Works & Electric Company. Peter H. Glannan is the superintendent of the local division.

The water system has enjoyed a steady and healthy growth. In 1936, when the population of the town was estimated to be 29,321, the water system was serving 5,159 separate consumers. The distribution facilities now consist of approximately 77 miles of cast iron street mains ranging in size from 16 inches inside diameter to four inches inside diameter. All during the years of service there never has been a complete failure of the water system.

The source of water is now the Canoe Brook station wells located in Millburn and the average consumption is approximately 2,750,000 gallons per day.

## SEWAGE AND GARBAGE DISPOSAL

Growth on the mountainside was so fast during the late 1920's that municipal officials began to worry about a most important problem with which they would be faced when the rapidly rising tide of homes went over the ridge; namely, sewage disposal from Pleasant Valley.

In 1900, the authorities had the same problem in the eastern section of town as a result of the trolley boom. While the drainage for storm water was excellent, there was insufficient natural flow in the streams to take care of household and other waste. The solution in this case was the construction of a trunk sewer to tidewater in conjunction with six other municipalities. This joint outlet sewer runs along the Rahway Valley from the West Orange-South Orange line. The joint sewer was ready for operation in 1904 and about the same time the local sanitary sewer was completed and connected to it.

The sewage disposal problem in Pleasant Valley was more difficult of solution because the municipalities both to the north and to the south were not interested in entering into a joint venture. Consideration was next given to pumping the sewage over the First Mountain but this scheme was finally abandoned





as too costly from an operating standpoint. It was finally decided to take advantage of the higher elevation of Pleasant Valley relative to the Valley section and construct a gravity tunnel through the First Mountain. Work commenced in 1927 and several years later a 6' x 6' concrete-lined tunnel nearly 7,000 feet long was connected with the joint outlet sewer near the South Orange line. The total cost of this project was approximately \$450,000 but since the sewage flows by gravity there is no continuing cost of operation. The eastern outlet of the tunnel is on Luddington Road about halfway up the slope and the western portal is in the South Mountain Reservation east of the Orange Reservoir and south of Northfield Road.

Free garbage collection was established in 1902 and in 1926 an incinerator was constructed in the extreme western section of the town on the top of the Second Mountain.

#### STREET IMPROVEMENTS

1771847

Today the town has a road system consisting of approximately 84 miles of roads, 67 miles of which are improved. The improved roads are maintained by both the municipality and the county, the former having the care of 46 miles and the latter of 21 miles.

Provision for lighting the streets was first made by an ordinance adopted in 1870. Today, electrical illumination is provided by 983 street lights.

The location of the principal roadways in the town are now fairly well fixed with two exceptions. At some future date, it is proposed to extend the section of Mountain Avenue lying in the Valley to connect with Cedar Avenue and Cherry Lane, thus providing a through route from Bloomfield Avenue in Verona along Pleasant Valley and the South Mountain Reservation to Millburn. It is also proposed to remove the sharp curves in Eagle Rock Avenue beginning at the upper gate of Llewellyn Park near the Orange Quarry Company by running the



Town Center



road a considerable distance to the north through the Eagle Rock Reservation and finally rejoining the present road west of Forest Avenue.

The major future road improvement, however, concerns the construction of Route No. 10 of the State Highway System through the town which has been under consideration since 1931. At present, this main highway from the west to the Holland Tunnel comes no further east than the traffic circle in Livingston.

#### SCHOOL SYSTEM

Until 1865, educational facilities in the town were limited to a few small private schools. In that year, the new township erected the St. Mark's School on Valley Road at a cost of \$12,000. The original building was constructed of trap-rock and consisted of several classrooms on the first floor and a hall on the second floor which was known as Llewellyn Hall. This hall was used for many years for town meetings and other community gatherings. A few years later a brick addition was made at a cost of \$20,000. In 1878, a frame building, known as the Valley School, was constructed at the corner of what is now Hazel Avenue and Valley Road. The capacity of this structure was doubled in 1886, the total investment in the completed building being about \$10,000. The old Valley School was abandoned in 1904 upon completion of the Hazel Avenue School.

Prior to 1890 no training was provided beyond the grammar school, the few high school pupils being obliged to go to Orange to complete their education. The first high school class to be graduated from a West Orange school was from old St. Mark's in June 1893 when nine pupils graduated.

St. Mark's School was abandoned by the local school authorities in 1912 upon the completion of the Fairmount School. In 1914 a vocational school was opened in old St. Mark's through the generosity of Richard M. Colgate. Essex County took over the management of the school the following year and the building continued to be used for industrial training of boys until 1926 when it was burned to the ground.

Prior to 1890, the schools were managed by a board of school trustees. The newly-enacted school law of that year provided for a Board of Education, consisting of eight elected members. In 1900, the change in the local government from a township to a town resulted in increasing the size of the School Board to twelve elected members.

In 1913, a state law provided for appointment by the mayor rather than election of Board Members. At the same time, the membership, which had been reduced to nine, was cut to five, at which number it has remained ever since. The



Senior High School, Built 1922





Board of Education has been singularly free from politics and as a result membership on it has appealed to many prominent business and professional men. Among the more distinguished who have served since 1917 are Farnham Yardley, T. H. Powers Farr and Colonel Herbert Barry. Colonel Barry was appointed in 1919, is still active as President, and has the longest record for continuous service of any member.

The expansion of the school system under the supervision of the various Boards of Education has kept pace with the growth of the town and with general popular demand for better educational facilities.

The population of the town in 1890 was about 4,400 people, the total investment in the two grammar schools was \$42,000, and the per capita investment about \$10. Today, the school system consists of seven grammar, three junior high schools, and the senior high school, representing a total investment of approximately \$2,900,000, of which \$2,000,000 has been expended for buildings constructed since 1922. Since the population is now about 29,000 people, the per capita investment equals about \$100, or ten times as much as in 1890.

The construction program has been financed largely by bond issues which increased the debt of the school district from a total of about \$200,000 in 1912 to \$2,369,000 in 1934. The debt has since been reduced by amortization to about \$2,230,000 and at the present rate of retirement will be wiped out in twenty-five years. The necessity for replacing certain obsolete buildings and for providing for growth in the school population will result in the creation of new indebtedness so that the present reduction is probably only temporary. The bonded debt during the past twenty-five years has increased from about \$100 to over \$400 per enrolled pupil, reaching peaks of about \$150 in 1916 and \$470 in 1933.

The annual cost of educating a child in 1912 was about \$50 per year. During the World War, the increase in the cost of living, coupled with the recognition on the part of the public of the low salaries generally received by the teaching profession, brought about substantial increases in the average scale of payment and doubled the cost of education per pupil from \$50 to \$100 per year.

When the ten-year building program was inaugurated in 1922, the bonded indebtedness was about \$110 per pupil and in 1930 it amounted to about \$460, an increase of \$350. The interest charges on this additional amount and the necessity of providing for its amortization, combined with a general rise in salaries and other costs as a result of the 1928-1929 business boom, increased per pupil costs of education one-third to a peak of about \$135 per year. The cost declined during the depression and by 1934 had been reduced \$25 to the \$110 level. The principal part of the reduction was brought about by the graceful acceptance of salary cuts by the teachers and an increase in the number of pupils assigned to each instructor. In 1936, with more prosperous times, a reversal in the trend occurred from a partial restoration of salary cuts and from a decrease in the pupil load on the teachers, and the cost of educating a pupil had risen to the \$115 level.

In addition to following a progressive policy of providing adequate plant facilities, the Board of Education has always insisted upon high standards in the teaching staff and administrative personnel. As a result, the school system has kept pace with modern educational developments and is the equal of any system in the metropolitan district. The High School is an accredited member of the Middle States Association of Colleges and Secondary Schools. The graduates of schools belonging to this association are accepted without examination by many of the leading colleges in the country upon recommendation by the principal. A study of the record of graduates shows that, in general, they are sufficiently well grounded in the fundamentals of secondary education to be able to give an excel-



lent account of themselves in college and in business in competition with the graduates of other high and preparatory schools anywhere in the country.

The present teaching staff consists of some 200 individuals who handle a student body of about 5,000 pupils.

In addition to the public schools, Our Lady of Lourdes parish maintains a modern parochial school at the corner of Eagle Rock Avenue and Valley Way,



Edison Junior High School, Built 1927



Theodore Roosevelt Junior High School, Built 1932





serving about 500 children in the north end of town. Children in the middle and southern sections attending parochial schools receive their education at St. John's and Our Lady of the Valley in Orange.

#### POST OFFICE FACILITIES

Since the Post Office was established as a separate fourth class office in 1885, it has always been located at the Town Center. The original name given to the new office was McClellan in honor of General George B. McClellan, but in 1888 the name was changed to West Orange. Edmund Condit, the first police recorder was the first postmaster and held the office until 1892 when he was succeeded by John E. Brundage, the grandfather of Recorder Norman L. Brundage. When John E. Brundage was postmaster, the office was established in his home on the site now occupied by the First National Bank. In 1896, Postmaster Brundage was succeeded by Benjamin L. Williams and the location of the office transferred to an addition to the Williams store which had been especially constructed for it. Under the Williams' regime, stamp sales increased sufficiently to warrant making West Orange a third-class office. Postmaster John E. Brundage succeeded Postmaster Williams in 1901 and shortly thereafter the office was consolidated with that of Orange. As a branch of Orange, the office continued to occupy the premises next to the Williams store for a number of years. About 1915, the office was moved to the Macintosh Building on Northfield Road opposite the old Municipal Building and more recently it has been transferred to its present location on Valley Road south of the Town Center. When West Orange became a branch of Orange, free delivery of mail throughout the town was inaugurated.

#### BANKING FACILITIES

Prior to 1909, the town was dependent upon Orange for banking facilities. In the latter part of that year, the First National Bank of West Orange was organized with T. H. Powers Farr as President and C. A. Coddington as Cashier. Deposits grew steadily, increasing from \$154,000 at the end of 1909 to a peak of \$4,649,000 at the end of 1928. During the depression they sank to a low of \$2,745,000 in 1933 but have recovered substantially since then, being \$4,045,000 at the end of 1936. Mr. Farr is still President but Edward D. Smith is now Cashier.

The First National Bank, which has the field to itself, provides amply for the banking needs of the community.

#### CHURCHES

The spiritual needs of the territory were supplied entirely by churches in Newark and in Orange until 1827 when St. Mark's Episcopal Church was erected at what later became the Town Center. Fifty years later, in 1877, the St. Cloud Presbyterian Church had the honor of being the first church of that denomination to be organized within the present town limits. The first Methodist church was started on the Heights in 1898.

Until 1914, St. John's Church in Orange had taken care of the large number of individuals of the Roman Catholic faith who resided in West Orange. At that time, however, Our Lady of Lourdes was established as a separate parish. Services are still held in the parochial school of the same name on Eagle Rock Avenue, although the parish is larger in point of number of communicants than all of the other nine churches combined.

At the present time, there are four Presbyterian, three Episcopal, two Roman Catholic and one Methodist Church. A great many of the residents of the town still maintain their connections with churches in Orange. All of the local churches and their sponsored organizations take a keen interest in local affairs and are influential in community matters.



## LODGES, VETERAN AND OTHER SERVICE ORGANIZATIONS

There are approximately 75 organizations of various kinds throughout the town, some with national affiliations and others purely local. Among the fraternal orders there are lodges of the Masons, Elks and Junior Order of the United American Mechanics. The Veterans are represented by the Veterans of Foreign Wars and by the American Legion and its Women's Auxiliary, and the service organizations by the Rotary Club, Boy Scouts and Community League. In school matters, liaison is maintained between the Board of Education, the teachers, and the parents by the Home & School League and the Parent-Teacher Associations in the various schools. All of these organizations, as well as the citizens of the town in general, take an active interest and contribute according to their means toward the campaign drives of the Welfare Federation. If a roster of the members of these various associations were compiled, it would represent not only an excellent cross-section of the community, but a "Who's Who" of prominent and influential citizens and leaders.



Town Hall, 1937

## *Conclusion*

From this rather brief sketch of the growth and development of the Town of West Orange, it is evident that the individuals who have guided its destiny during the past three-quarters of a century have been quick to recognize the natural advantages with which the territory was endowed, were untiring in their efforts to overcome the mountain barriers which held back the growth of the western section for so many years, and were responsive to the necessity for developing the material, moral and mental life of the community. The job which they have done so well is not finished, for their work has but laid the foundation upon which the leaders of the present can build a better community in which to live and of which future generations will be proud.





# *Chairmen and Mayors of the Town of West Orange* *1862 - 1922*

## TOWNSHIP COMMITTEE

### *Chairmen*

1862	Ambrose Condit	1885—1886	Robert N. Drew
1863	Simeon Harrison	1887—1888	Edward P. Smith
1864—1869	Thomas O. Woodruff	1889—1890	John B. Van Wagenen
1870—1872	Dwight W. Babcock	1891—1892	Ezra C. Williams
1873	Egbert Starr	1893	F. W. Schrupp
1874	George W. Lethbridge	1894	John B. Lander
1875—1880	Samuel Osborne Rollinson	1895	Simeon H. Rollinson
1881	Orlando Williams	1896	Carl Fentzlaff
1882—1883	David A. Bell	1897	Cornelius M. Sexton
1884	Edmund Condit	1898	Frederick Cummings

### *Chairman-at-Large*

1899—1900 William Brien

## TOWN COUNCIL

### *Councilmen-at-Large*

1901—1903	Simeon H. Rollinson	1904—1906	William Brien
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### *Mayors*

1907—1908	William E. Condit	1917—1918	William F. Vosseler
1909—1910	Walter D. Flint	1919—1920	John R. Rogers
1911—1914	Samuel D. Muta	1921—1922	Walter D. Van Riper
1915—1916	Farnham Yardley		

# *West Orange Town Commissioners* *1922 - 1937*

### *Department Public Affairs*

*Simeon H. Rollinson, Mayor, 1922-1925
*Simeon H. Rollinson, Mayor, 1926-1929
*Simeon H. Rollinson, Mayor, 1930-1933
Benjamin P. Laidlaw, 1934-1937

### *Department Revenue and Finance*

Frederick C. Erwin-----	1922-1925
Frederick C. Erwin-----	1926-1929
Frederick C. Erwin-----	1930-1933
Frederick C. Erwin, Mayor---	1934-1937

### *Department Public Safety*

*William S. Woodhull-----	1922-1925
*William S. Woodhull-----	1926-1929
Armand C. Brundage-----	1930-1933
Armand C. Brundage-----	1934-1937

### *Department Public Works*

Frank A. O'Connor-----	1922-1925
Frank A. O'Connor-----	1926-1929
Frank A. O'Connor-----	1930-1933
Frank A. O'Connor-----	1934-1937

### *Department Parks & Public Property*

George V. McDonough-----	1922-1925	George V. McDonough-----	1930-1933
George V. McDonough-----	1926-1929	Bernard M. Degnan-----	1934-1937

\*Deceased.



# Town of West Orange

## BOARD OF COMMISSIONERS

HON. FREDERICK C. ERWIN, *Mayor*

HON. BENJAMIN P. LAIDLAW  
*Dept. Public Affairs*

HON. FRANK A. O'CONNOR  
*Dept. Public Works*

HON. ARMAND C. BRUNDAGE  
*Dept. Public Safety*

HON. BERNARD M. DEGNAN  
*Dept. Parks and Public Property*

## ADMINISTRATIVE STAFF

Ronald C. Alford, Clerk  
Alfred J. Grosso, Attorney  
George C. Kayes, Treasurer  
Henry C. Warnick, Engineer  
George W. Kocher, Tax Collector  
William Kerr, Assessor  
O. Warwick Telfair, Assessor

Fred J. Wolfe, Building Inspector  
Charles J. Dignum, Plumbing Inspector  
Joseph Harrington Tax Search Clerk  
Dr. K. W. Thum, Health Officer  
Herman Fredericks, Chief Clerk Health Dept.  
Mary E. Knevels, Overseer of the Poor

## PERSONNEL OF BOARDS AND COMMISSIONS

1937

### SINKING FUND COMMISSION

(Organized 1897)

Farnham Yardley, *President*  
T. H. Powers Farr, *Vice-President*  
George C. Kayes, *Treasurer*  
Ronald C. Alford, *Secretary*  
Mayor Frederick C. Erwin  
Commissioner Benjamin P. Laidlaw  
Harry E. Pickenbach

### BOARD OF HEALTH

(Organized 1900)

Dr. Samuel A. Muta  
Dr. Arthur W. Smith  
Miss Mary E. Knevels  
Mrs. Henry A. Pearce  
Julius I. Shank  
Clement W. Camp  
Herman Fredericks, *Chief Clerk*

## ZONING BOARD OF ADJUSTMENT

(Organized 1928)

Francis A. Byrne, *Chairman*  
Robert P. Douglas  
Douglas P. Laidlaw

George W. Merck  
Homer F. James  
Andrew H. Owen, *Secretary*

## PLANNING BOARD

(Organized 1931)

John Drake, *Chairman*  
James A. Coffey, *Secretary*  
Edgar S. Bamberger  
Hermon M. Freeman  
Peter H. Glannan  
S. Whitney Landon, Jr.

C. Augustus Meier  
Mayor Frederick C. Erwin  
Commissioner Frank A. O'Connor  
Henry C. Warnick, *Town Engineer*  
Alfred J. Grosso, *Town Counsel*

West Orange was one of the first municipalities in New Jersey to establish a Planning Board in 1915. The Present Board was re-organized under the Act of 1930.

## SAFETY COUNCIL

(Organized 1936)

Simon J. Griffinger, *Chairman*  
William E. Brennan, *Secretary*  
Dr. Frank S. Moran, D. D. S.

C. R. De Bevoise  
Frank P. Townsend

## TRANSPORTATION COMMITTEE

(Organized 1936)

John Drake, *Chairman*  
Harvey G. Stevenson, *Vice-Chairman*  
William B. Curtiss, *Secretary*  
Fred Lieberich, Jr.  
William Bertschinger

W. Lester Collins  
S. C. Rappleye  
Paul G. Hooper  
Fred E. Wilcox  
David B. Blake





# WEST ORANGE BOARD OF EDUCATION

## *Supervising Principal*

Alton H. Sherman—retired June 30, 1918  
Solomon C. Strong—September, 1918—

## *District Clerks*

Albert Wrench—retired June 30, 1923  
W. Russell Rinehart—July 1, 1923—

## *Board of Education*

- |  |  |
|--|--|
| 1917—T. H. Powers Farr<br>James T. B. Lohman<br>Mrs. Frederika Merck<br>Stephen D. Riddle<br>Willard P. Smith  | 1927—Herbert Barry<br>Mrs. Ethel Harlan<br>George J. Fredericks<br>Stanley M. Babson<br>Bartholemew Kelleher |
| 1918—T. H. Powers Farr<br>James T. B. Lohman<br>Mrs. Frederika Merck<br>Stephen D. Riddle<br>Willard P. Smith  | 1928—Herbert Barry<br>Mrs. Ethel Harlan<br>Stanley M. Babson<br>Bartholemew Kelleher<br>Leonard Pierson      |
| 1919—Stephen D. Riddle<br>James T. B. Lohman<br>Willard P. Smith (resigned Aug.<br>1919. Herbert Barry Appointed<br>Nov. 14, 1919)<br>Ernest Child<br>Mrs. Ethel Harlan      | 1929—Herbert Barry<br>Mrs. Ethel Harlan<br>Stanley M. Babson<br>Bartholemew Kelleher<br>Leonard Pierson      |
| 1920—Ernest Child<br>Mrs. Ethel Harlan<br>James T. B. Lohman<br>Stephen D. Riddle<br>Herbert Barry   | 1930—Herbert Barry<br>Mrs. Ethel Harlan<br>Leonard Pierson<br>Samuel C. Williams<br>Jesse G. Collinson       |
| 1921—Stephen D. Riddle<br>Herbert Barry<br>Ernest Child<br>Mrs. Ethel Harlan<br>Stanley M. Babson  | 1931—Herbert Barry<br>Mrs. Ethel Harlan<br>Leonard Pierson<br>Samuel C. Williams<br>Jesse G. Collinson       |
| 1922—Stephen D. Riddle<br>Herbert Barry<br>Stanley M. Babson<br>Ernest Child<br>Mrs. Ethel Harlan  | 1932—Herbert Barry<br>Samuel C. Williams<br>Jesse G. Collinson<br>Mrs. Cora Guinn<br>Fred Wolff              |
| 1923—Herbert Barry<br>Mrs. Ethel Harlan<br>Stanley M. Babson<br>Ernest Child (resigned June, 1923.<br>James T. B. Lohman appointed<br>July 16, 1923)<br>George J. Fredericks | 1933—Herbert Barry<br>Samuel C. Williams<br>Jesse G. Collinson<br>Mrs. Cora Guinn<br>Fred Wolff              |
| 1924—Herbert Barry<br>Mrs. Ethel Harlan<br>Stanley M. Babson<br>George J. Fredericks<br>James T. B. Lohman   | 1934—Herbert Barry<br>Samuel C. Williams<br>Mrs. Cora Guinn<br>Jesse G. Collinson<br>Fred Wolff              |
| 1925—Herbert Barry<br>Mrs. Ethel Harlan<br>George J. Fredericks<br>Stanley M. Babson<br>Bartholemew Kelleher   | 1935—Herbert Barry<br>Samuel C. Williams<br>Mrs. Cora Guinn<br>Jesse G. Collinson<br>Fred Wolff              |
| 1926—Herbert Barry<br>Mrs. Ethel Harlan<br>George J. Fredericks<br>Stanley M. Babson<br>Bartholemew Kelleher   | 1936—Herbert Barry<br>Jesse G. Collinson<br>Mrs. Cora Guinn<br>Fred Wolff<br>Samuel D. Arms                  |
|  | 1937—Herbert Barry<br>Jesse G. Collinson<br>Mrs. Cora Guinn<br>Fred Wolff<br>Samuel D. Arms                  |



# WEST ORANGE POLICE DEPARTMENT

1937 Roster

## Director of Public Safety

Hon. Armand C. Brundage

## Chief

Patrick J. McDonough

## Police Recorder

Norman L. Brundage

<i>Name</i>	<i>Rank</i>	<i>Name</i>	<i>Rank</i>
Bernard Heslin	Detective	Joseph Tyms	Patrolman
Henry W. Closs	Lieutenant	Thomas S. McCormick	Patrolman
William H. Wood	Lieutenant	Thomas J. Byrne	Patrolman
Anthony A. Christiano	Lieutenant	William Palmer	Patrolman
Harry H. Hain	Lieutenant	Salvatore D'Amato	Patrolman
John Neagle	Sergeant	Peter Winkler	Patrolman
Philip Christ	Sergeant	George Bamford	Patrolman
Edward Greene	Sergeant	James Hennessey	Patrolman
Thomas McCormick	Patrolman	Charles Kenlein	Patrolman
George Gannon	Patrolman	John D. Brady	Patrolman
John B. Dangler	Patrolman	Samuel Dezenzo	Patrolman
Frank J. O'Connor	Patrolman	Earl Werner	Patrolman
Martin J. O'Connor	Patrolman	John J. Albrecht	Patrolman
John O'Brien	Patrolman	George D. Boetsch	Patrolman
Thomas Higgins	Patrolman	Edward Commandeur	Patrolman
Charles F. Sautter	Patrolman	Nelson Weimer	Patrolman
George Cummings	Patrolman	Thomas Daly	Patrolman
Edward Johnston	Patrolman	William Ryan	Patrolman
Thomas Mulvihill	Patrolman	Leon Force	Patrolman
John A. Wiegel	Patrolman	Harold Ferraer	Patrolman
		Philip M. Spina	Patrolman

# WEST ORANGE FIRE DEPARTMENT

1937 Roster

## Director of Public Safety

Hon. Armand C. Brundage

## Chief

Martin T. Kennedy

## Fire Headquarters

<i>Name</i>	<i>Rank</i>	<i>Name</i>	<i>Rank</i>
Timothy O'Connor	Captain	Martin Odendahl	Captain
Fred Hoffman	Private	August Schweizer	Private
William Harrison	Private	Earl Jagger	Private
Bernard Bierne	Private	Frank Hart	Private
Andrew McDevitt	Private	John Burns	Private
George McGuirke	Private	Stephen Williams	Private
Fred Helm	Private	William Kernan	Private
Joseph Ostermann	Private	Clifford Miller	Private
Ralph Curtis	Private	Harold Wells	Private
Joseph Davis	Private	Albert Ehlert	Electrician
John Smith	Motor Mechanic		

## Company No. 2

Leo Coleman	Captain	James Byrne	Captain
Joseph Allerton	Private	William Schelhase	Private
Frank Dunham	Private	Peter McLaughlin	Private
William Landers	Private	Douglas Dangler	Private

## Company No. 3

Henry Moller	Captain	David B. Syme	Captain
John Mulholland	Private	George Kocher	Private
Leo Savage	Private	Frank Mulvihill	Private
John Egan	Private	Ernest Krauth	Private
Kenneth K. Smith	Private	Floyd McCoy	Private





# TOWN OF WEST ORANGE

Year	Town Rate	School Rate	State and County Rate	Tax Rate	Total Ratables (000 omitted)	BONDED DEBT	
						Town (000 omitted)	School District*
1900	1.42	.86	.68	2.96	\$ 3,723		
1901	1.28	.80	.56	2.64	3,810		
1902	1.28	.82	.60	2.70	3,886		
1903	1.40	.76	.68	2.84	4,254		
1904	1.42	.88	.65	2.95	4,330		
1905	1.35	1.00	.60	2.95	4,445	\$ 240	
1906	1.32	.80	.44	2.56	5,443	240	
1907	1.28	.55	.53	2.36	7,515	240	
1908	1.26	.42	.56	2.24	7,838	240	
1909	1.28	.52	.62	2.42	8,574	340	
1910	1.19	.517	.643	2.35	8,970	340	
1911	.9962	.5993	.6445	2.24	10,409	440	
1912	1.119	.477	.664	2.26	12,246	440	
1913	1.0817	.4296	.7487	2.26	13,041	440	
1914	1.0936	.5124	.694	2.30	13,564	540	
1915	.9085	.5271	.6844	2.12	13,950	555	
1916	1.1034	.607	.7396	2.45	14,289	555	\$ 208
1917	.7338	.6349	.8513	2.22	16,141	576	203
1918	.7501	.8253	.7646	2.34	16,088	578	393
1919	1.3923	.812	.9357	3.14	16,869	577	388
1920	1.4559	1.1964	.9677	3.62	17,393	715	377
1921	1.638	1.455	1.057	4.15	18,048	950	371
1922	2.0239	1.498	.9681	4.49	19,268	900	366
1923	1.624	1.487	.919	4.03	20,332	965	914
1924	1.4867	1.54	.9533	3.98	22,096	947	1,038
1925	1.349	1.469	1.012	3.83	26,053	1,032	1,070
1926	1.178	1.402	.96	3.54	29,819	1,332	1,041
1927	1.406	1.4258	.9482	3.78	33,428	1,257	1,118
1928	1.369	1.43	.951	3.75	35,904	1,759	1,608
1929	1.34	1.41	.98	3.73	40,097	3,600	1,797
1930	1.27	1.16	1.01	3.44	44,571	3,780	2,043
1931	1.37	1.21	.97	3.55	46,158	3,589	2,077
1932	1.265	1.14	1.015	3.42	47,168	4,016	2,138
1933	1.45	.99	.98	3.42	47,403	4,105	2,331
1934	1.57	.99	.85	3.41	47,342	3,684	2,369
1935	1.679	1.058	.773	3.51	47,315	4,389	2,317
1936	1.677	1.187	.826	3.69	46,405	4,144	2,230
1937					46,886		2,144



# WEST ORANGE PUBLIC SCHOOLS

Name of School	Original Unit Built	Cost inc. Land and Additions	No. of Class-rooms	No. of Teachers	Present Enroll-ment	Present Principal
Washington St.....	1894	\$ 87,000	19	21	658	Neal Quimby
Pleasantdale .....	1902	115,500	8	8	239	Mildred MacMillan
Hazel Avenue.....	1904	94,000	16	15	468	Chester Wine
Fairmount Avenue....	1912	55,000	12	13	364	Charles L. Weigel
Gaston Street						
Junior High.....	1913	139,200	21	19	407	John Griffen
Gregory Avenue.....	1913	357,500	19	14	429	Eugene Miller
Eagle Rock.....	1916	85,900	10	11	293	Earl McCaw
St. Cloud.....	1922	177,100	7	5	120	Ruth Scott
West Orange Sr. High	1922	762,000	32	39	980	{ Frederick Reimherr
Edison Jr. High.....	1927	514,000	16	23	481	{ Leslie Bender
Roosevelt Jr. High....	1932	557,000	20	25	583	Vincent Geiger
						Raymond E. Hearn
		<u>\$2,944,200</u>	<u>180</u>	<u>193</u>	<u>5,022</u>	

## RESULTS OF WEST ORANGE COMMISSION GOVERNMENT ELECTIONS

(Ten Highest Candidates)

1922

Name	Total Votes	Name	Total Votes
Frederick C. Erwin.....	2,006	Charles E. Brundage.....	1,577
Simeon H. Rollinson.....	1,830	George W. Foster .....	1,576
William S. Woodhull.....	1,682	William Feil .....	1,392
George V. McDonough.....	1,630	Patrick J. Quinn.....	1,361
Frank A. O'Connor.....	1,602	George Wachter.....	1,303

Registration: 5,600. Votes cast: 4,832.

1926

George V. McDonough.....	3,580	Patrick J. Quinn.....	1,930
Frederick C. Erwin.....	3,556	Robert Patterson.....	684
William S. Woodhull.....	3,298	George Stickle.....	667
Simeon H. Rollinson.....	3,201	Charles L. Doering.....	597
Frank A. O'Connor.....	2,969		

Registration: 6,046. Votes cast: 4,813.

1930

Frederick C. Erwin.....	4,625	Benjamin P. Laidlaw.....	2,633
George V. McDonough.....	3,876	Patrick J. Quinn.....	2,394
Armand C. Brundage.....	3,323	Francis A. Byrne.....	2,263
Simeon H. Rollinson.....	2,794	Frank Jay Morris.....	2,105
Frank A. O'Connor.....	2,756	Andrew H. Owen.....	1,945

Registration: 11,000. Votes cast: 7,066.

1934

Bernard M. Degnan.....	4,919	George V. McDonough.....	2,900
Benjamin P. Laidlaw.....	4,658	Francis A. Byrne.....	2,706
Frederick C. Erwin.....	3,928	William F. Vosseler.....	2,114
Frank A. O'Connor.....	3,486	Frank J. Gordon.....	2,080
Armand C. Brundage.....	2,917	Milton M. Robertshaw.....	1,950

Registration: 12,267. Votes cast: 8,712.





# WEST ORANGE CHURCHES

Church	Date Org- ganized	Location	Denomination	First Head	Present Head
St. Mark's	1827	Town Center	Protestant Episcopal	Rev. William Rollinson Whit- tingham	Rev. Harold G. Willis
Holy Innocents	1872	Prospect and Mountain Aves.	Protestant Episcopal	Rev. William G. Farrington	Rev. Harold Belshaw
St. Cloud	1877	Ridgeway and Mountain Aves.	Presbyterian	Rev. William Whittacker	Rev. R. Lloyd Roberts
Pleasantdale	1878	Eagle Rock Ave. and Pleasant Valley Way	Presbyterian	Rev. Franz Hartig	Rev. Paul M. Hosler
Holy Trinity	1890 1906	Columbia Street Main St. and Franklin Avenue	Protestant Episcopal	Rev. Otho F. Humphreys	Rev. Douglas H. Loweth
First M. E.	1898	High St. and Ridge Avenue	Methodist Episcopal	Rev. Clarence E. Hastings	Rev. Ralph G. Saxe
Patterson Memorial	1903	Washington St.	Presbyterian	Rev. John Pat- terson	Rev. Henry A. Pearce
Ridgeview Community	1912	South Valley Rd. and Meeker St.	Presbyterian	Rev. Thomas S. Dickson	Rev. Martyn D. Keeler
Our Lady of Lourdes	1914 1924	Chestnut Street Eagle Rock Ave. & Valley Way	Roman Catholic	Father Nicholas A. Marnell	Father Nicholas A. Marnell
St. Joseph's	1932	Benvenue Ave.	Roman Catholic	Father Thomas B. Glover	Father Thomas B. Glover



## 75th ANNIVERSARY COMMITTEE

Former Mayor Farnham Yardley, Honorary Chairman

### EXECUTIVE COMMITTEE

John Drake, Chairman

William B. Curtiss, Secretary  
Norman L. Brundage

Preston E. Shadbolt, Treasurer  
Charles L. Neill

### COMMITTEE ON CHURCH DAY EXERCISES

Rev. Harold G. Willis, Chairman  
Rev. Thomas B. Glover  
Rev. Paul M. Hosler  
Rev. Martyn D. Keeler  
Rev. Douglas H. Loweth

Rev. Nicholas A. Marnell  
Rev. Henry A. Pearce  
Rev. R. Lloyd Roberts  
Rev. Ralph G. Saxe  
Rev. Harold Belshaw

### COMMITTEE ON MUSICALE

Jennings Butterfield, Chairman  
Dr. C. W. Crankshaw  
Henry L. DeRham  
S. Whitney Landon, Jr.  
John B. Fogg  
Fred Hermann  
Mrs. J. Lorton Francis  
Mrs. L. C. Travers  
Mrs. A. Pederson  
Miss Doris Hallam

Mrs. John E. Sloane  
Mrs. Arthur Disque  
Mrs. J. A. Rudine  
Mrs. H. Taylor  
Mrs. J. Boag  
Miss Blanche Boetsch  
Miss Constance Stanley  
Miss Eleanor McKenna  
Miss Alice Laird

### COMMITTEE ON TICKETS

Edward Turner, Chairman  
Fred Ermold  
Earl Gardner  
Fred B. Halter  
Mrs. Mac Jagger  
George Meister

Mrs. K. E. Gury  
Mrs. D. Piggins  
Mrs. Fred R. Wilcox  
Mrs. Helen G. Ryan  
Mrs. Anna Hall

### INDUSTRIAL EXPOSITION COMMITTEE

Andrew H. Owen, Chairman  
James M. Degnan  
Allen R. McCoy  
William F. Werner.

Terrence J. Mulvey  
Henry Schnakenberg  
Solomon C. Strong

### COMMITTEE ON SCHOOL EXERCISES

Solomon C. Strong, Chairman

Russell H. Rinehart

### PARENT-TEACHERS NIGHT COMMITTEE

Mrs. W. Lester Collins, Chairlady  
Mrs. H. F. Baldwin  
Mrs. Ruth Price  
Mrs. C. N. Witte  
Mrs. Leslie Bender  
Mrs. Carl D. Minier  
Mrs. L. Titus

Mrs. J. D. Dale Linson  
Mrs. G. H. Stranahan  
Mrs. John Jacobi  
Mrs. John Maguire  
Mrs. Paul G. Hooper  
Mrs. Harry Dunn



## ORGANIZATIONS COMMITTEE

Francis A. Byrne, Chairman	John Boyle
William E. Kennedy	John McLaughlin
William F. Werner	John Peiker
James Carr	John Keaster
Charles W. Leist	Fred Lieberich, Jr.
A. G. Kindsgrab	Arthur Goldman
William J. Forseyth	Albert Wolfman
Charles Lehmann	Herbert Casler
David B. Blake	Charles Werner
Max Goldman	Mrs. S. C. Rappleye
Edmund J. Mahoney	Mrs. Fred Welch
J. H. Williamson	Mrs. Emma Braun
Mrs. Anna Agnew	Mrs. Helen Handchuck

## COMMITTEE ON DEDICATION

Farnham Yardley, Honorary Chairman	Mayor Frederick C. Erwin
John Drake, Chairman	Norman L. Brundage
William B. Curtiss	Charles L. Neill
Preston E. Shadbolt	Thomas E. Babson

## COMMITTEE ON MUNICIPAL EMPLOYEES' DAY

Alfred J. Grosso, Chairman	Mayor Frederick C. Erwin
Martin F. Kennedy	Commissioner Armand C. Brundage
Patrick J. McDonough	Commissioner Bernard M. Degnan
Ronald C. Alford	Commissioner Benjamin P. Laidlaw
George C. Kayes	Commissioner Frank A. O'Connor

## JUNIOR ORGANIZATION'S JAMBOREE COMMITTEE

Joseph C. Dunn, Chairman	William Caine
Albert Cartwright	G. A. Thom
Paul G. Hooper	

## DINNER COMMITTEE

Dr. Frank S. Moran, Chairman	Paul G. Hooper
Simon J. Griffinger	Albert C. Wall
Russell H. Williams	A. Edmund Williamson
Jesse G. Collinson	Fred R. Wilcox
Peter H. Glannan	Victor R. Fischer

## COMMITTEE ON DECORATIONS

Terrence, J. Mulvey, Chairman	Henry Schnakenberg
Thomas E. Babson	

## HISTORIAN

Samuel Crane Williams

## PUBLICITY COMMITTEE

Thomas E. Babson, Chairman	John Drake
A. Philbrook Smith	





## ORGANIZATIONS OF WEST ORANGE

Alva Club  
 American Legion Auxiliary  
 American Legion, Post No. 22, W. O.  
 American Red Cross  
 Boy Scouts  
 A. C. Brundage Association  
 Catholic Daughters of America  
 Civic Affairs Committee, Women's Club  
 Children of Mary  
 Christian Endeavor Societies  
 Church of the Holy Innocents  
 Clan Drummond No. 62, Order of Scottish Clans  
 Community Welfare Group  
 Daughters of America  
 Dogwood Farms Association  
 Edison Industries Athletic Association  
 Edison Mutual Benefit Society  
 Evening Guilds of W. O.  
 Fathers Council, Washington School  
     P. T. A.  
 First Methodist Episcopal Church  
 Foresters of America  
 Fourth Ward Civic Association  
 Fourth Ward Democratic Club  
 Fraternal Order of Eagles  
 Girls Friendly Societies  
 Girl Scouts  
 Green Mountain Club  
 Holy Name Society  
 Holy Trinity Church  
 Home and School League of West Orange  
 Home and School League of Pleasantdale  
 Jewish Center of Pleasantdale  
 Junior League, Jewish Center, Pleasantdale  
 Junior Order United American Mechanics  
 Kiwanis Club  
 Knights of Columbus, Council 235  
 Ladies' Aid Society  
 Lady Drummond Lodge, Order of Scotia  
 Lady of Lourdes Sodality  
 Lincoln Chapter, Order of Eastern Star  
 Lions Club  
 Llewellyn Park Association

Our Lady of Lourdes Church  
 Patterson Memorial Church  
 Parent-Teachers Associations,  
     Eagle Rock School  
     Thomas A. Edison Junior High School  
     Fairmount School  
     Gaston Street Junior High School  
     Gregory Avenue School  
     Hazel Avenue School  
     Pleasantdale School  
     Theodore Roosevelt Junior High School  
     Saint Cloud School  
     Washington School  
     West Orange Senior High School  
 Pinecrest Club  
 Pleasantdale Presbyterian Church  
 Polio Aid Society, Inc.  
 Queen Esther Society  
 Republican Club of West Orange  
 Ridgeview Child Study Group  
 Ridgeview Community Presbyterian Church  
 Rolling Green Hills Association  
 Rotary Club of West Orange  
 Saint Cloud Men's Club  
 Saint Cloud Presbyterian Church  
 Saint Joseph's Roman Catholic Church  
 Saint Mark's Church  
 Sea Scouts of West Orange  
 Sons of American Legion  
 South End Community Club  
 Troop 2, Boy Scouts of America  
 Veterans of Foreign Wars  
 West Orange Board of Trade  
 West Orange Community League  
 West Orange Democratic Club  
 West Orange High School Band  
 West Orange Lodge No. 205, F. and A. M.  
 West Orange Lodge No. 1590, B. P. O. Elks  
 West Orange Symphony Orchestra  
 West Orange Women's Club  
 Womens Auxiliary, Ridgeview Church  
 Women's Guilds  
 Young Men's Democratic Club  
 Young Peoples Fellowship  
 Young Republicans of West Orange

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